



January 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Appendix A – Public Involvement Plan (PIP)**



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APPENDIX A-1

Public Involvement Plan (PIP)

Public Involvement Program

Ted Stevens Anchorage International Airport
Master Plan Update

Prepared for:

*Ted Stevens Anchorage International Airport
Anchorage, Alaska*

August 2023

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ACRONYMS AND ABBREVIATIONS

AAAC	Airline Airport Affairs Committee
ACC	Alaska Chamber of Commerce
AEDC	Anchorage Economic Development Corporation
AOPA	Aircraft Owners and Pilots Association
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
ALP	Airport Layout Plan
ARTCC	Air Route Traffic Control Center
ATCT	Air Traffic Control Tower
ATR	Airline Technical Representative
DOT&PF	Alaska Department of Transportation and Public Facilities
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
JBER	Joint Base Elmendorf Richardson
MOA	Municipality of Anchorage
NSAA	Nordic Ski Association of Anchorage
PIP	Public Involvement Program
TSA	Transportation Security Administration
UAA	University of Alaska Anchorage

Introduction

The Ted Stevens Anchorage International Airport (the Airport) understands the importance of public involvement in the Master Plan Update process. This Public Involvement Program (PIP) has been designed to provide a transparent process that allows opportunities for stakeholders to be actively engaged while simultaneously considering the Airport's resources and responsibilities. Stakeholder engagement conducted through a fair and open process results in outcomes where the stakeholders better understand the agency's issues and alternative solutions and are therefore more likely to understand, and potentially support, the decision-making outcomes. The Airport believes that members of the public should have an opportunity to comment on decisions about actions that could affect their lives. Moreover, the Airport appreciates that public participation improves the decision-making process by recognizing and communicating the needs and interests of all participants.

This PIP was drafted based on successes from the prior Master Plan Update, the recent Runway 15/33 Renewal project, and the past decade of Airport-community relations. The ANC Airport Director resigned in January 2022 and Mr. Craig Campbell is currently serving as the Interim Airport Director. For this reason, the PIP is anticipated to remain in draft form until a new Airport Director is hired, and public involvement with the community at large will likely not begin until 2023. The timing in this plan is subject to change.

Background

ANC Airport is among the most unique airports in the United States serving as a vital transportation link to Alaska and a vital cargo link between Asia and North America. As the largest airport in the state, the Airport supports one in ten jobs in the Anchorage area and is an economic driver in Southcentral Alaska. It ranks second in the United States for landed cargo weight. With the rise of e-commerce, the Airport is poised to play a key role in international trade. Moreover, Alaska's limited ground transportation infrastructure makes air transport of the utmost importance to Alaska residents and visitors alike. The Airport serves more than 5 million passengers each year. Another unique element of the Airport is that it is home to Lake Hood, the world's largest and busiest sea plane base, though master planning for the Lake Hood Airport (LHD) is completed independently from the ANC Master Plan. The Airport is owned and operated by the Alaska Department of Transportation and Public Facilities (DOT&PF).

The Federal Aviation Administration (FAA) recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport's long-term development and is typically updated every 5 to 10 years. The Airport last completed a Master Plan Update in 2014. Since then, many changes have occurred that merit a new Master Plan Update. Of note, the Alaskan and world economy has changed due to the rise of e-commerce, which has impacted cargo traffic. In Alaska, a prolonged recession impacted the local and state economy. The COVID-19 Pandemic drastically altered travel patterns for several years but appears to be recovering to near normal passenger levels. Tourism in Alaska continues to grow. The COVID-19 pandemic also changed information consumption and now people expect information "on demand" online and in virtual mediums.

Master Plan Update Process and Key Decision Points

The PIP identifies the steps in the Master Plan Update process and explains how public input can shape the plan.

Table 1 outlines the phases, steps, and key decisions to be made in the Airport Master Plan Update process. At each key decision point (see Table 1), the Master Plan Update project team and the Airport will solicit public input prior to the Airport making a decision. See the section on

Project Decision Makers and Stakeholders below for information on these roles in the process. For more detailed information about the master planning process and what is involved in each step, refer to the [FAA Advisory Circular 150/5070-6B Airport Master Plans](#).

Table 1 outlines the phases, steps, and key decisions to be made in the Airport Master Plan Update process.

Table 1.
Master Plan Update Process, Key Decision Points, and Outreach Tools

PHASE 1

Project Kick-Off (Summer 2022)

The first step includes reviewing previous studies and conducting public outreach to develop a well-defined project approach that reflects study objectives and follows FAA guidance. At the end of project initiation, the scope of the study will be defined, and a PIP will be completed. Goals and objectives for the Master Plan Update will be defined.

Inventory (Spring through Summer 2023)

The team will update any changes that have occurred since the prior master plan. Airport staff, tenants, and stakeholders help identify changes in the existing conditions since the prior Master Plan Update.

Key Decision Points

- PIP defined (contained in this document)
- Issues, goals, and objectives defined

Inventory documents existing conditions as they are. No key decisions are made.

Tools

- PIP
- Website
- Email list
- Outreach to airlines
- Small Group Meetings with airline stakeholders
- Convene Working Group
- Working Group Mtg #1 & Technical Group Mtg #1 (combined)
- Public Open House #1

PHASE 2

Forecast (Fall 2023)

An Aviation Forecast includes projections for passengers, cargo, and operations at ANC Airport. To develop the forecast, the MPU Team will reach out to the major airline stakeholders and chairs of the AAAC to obtain forecast related information. The airlines play an important role in the forecast of aviation activity and will be engaged early on so they are aware the forecast is underway and understand their role in developing an acceptable forecast. The forecast will include insight on future activity and will be presented to the public after the data is accepted by FAA.

Key Decision Points

- Aviation Forecast
- Needs analysis defined

Tools

- Working Group Mtg #2
- Technical Group Mtg #2
- Public Open House #2

Table 1.
Master Plan Update Process, Key Decision Points, and Outreach Tools

Facility Requirements (Fall 2023)

Facility requirements are primarily determined by technical analysis of existing facility data relative to forecast demand. For those facilities for which a technical analysis cannot be used to assess facility needs, stakeholder input and industry expertise is relied upon to establish future needs. For this Master Plan Update, facility requirements will rely upon demand-level trigger points to establish a need for additional throughput capacity. A trigger point is the point at which throughput exceeds an established facility capacity, degrading facility performance or level of service and triggering a need for an improved or expanded facility. This stands in contrast to using a calendar to establish a timeline for facility improvements. The results of the facility requirements analysis will provide the foundation for alternatives development.

Alternatives Development (Fall 2023)

The airport planning team will prepare conceptual development plans for meeting the established facility requirements. Typically, several solutions or alternatives are conceived to meet future facility needs. This process includes the consultant team, airport staff, and tenants or stakeholders who may articulate specific development needs or concepts that may aid their operations or facility needs. Criteria are also established at this point to help evaluate the relative merit and/or performance of each development alternative. Both objective and subjective criteria are used to evaluate alternatives.

Key Decision Points

- Evaluation criteria determined
- Develop alternatives

PHASE 3

Alternatives Evaluation & Selection (Winter 2023)

Table 1.
Master Plan Update Process, Key Decision Points, and Outreach Tools

The alternatives are screened using the evaluation criteria to identify those that best to meet the Airport's needs. Multiple alternatives are then refined and combined to more fully address airport needs and evaluation criteria and move forward.

Based on the results of evaluation and public input, the Airport will select a single preferred alternative that best meets the goals and objectives defined during project initiation, reflected in the evaluation criteria. Selecting the preferred alternative is the key decision to be made in the Master Plan Update process.

Implementation Plan and Airport Layout Plan (Winter 2023/2024)

The Facilities Implementation Plan provides recommendations on how to implement the Master Plan Update and the preferred alternative. This often includes a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. To-scale airport drawings that make up the ALP will be updated, depicting proposed developments that make up the selected alternative.

Final Report (Spring 2024)

Master Plan Update conditions, findings, and development plans will be documented in a draft and a final report. The report will include a summary of public involvement activities and outcomes. The report will also include a financial feasibility analysis for identified Airport improvements. The final report will be published and made available to the public.

Key Decision Points

- Evaluate alternatives
- Select preferred alternative

Tools

- Working Group Mtg #3
- Technical Group Mtg #3
- Public Open House #3

All key decisions have been made prior to this point. No further key decisions are made as a result of the PIP.

- Public Open House #4

All key decisions have been made prior to this point. No further key decisions are made as a result of the PIP.

- Final report posted online

Some activities will be conducted continuously throughout every phase and are not individually identified in the schedule. These ongoing activities include:

- Website updates
- Community Council meeting attendance (Turnagain, Sand Lake, Spenard)
- Mailing list maintenance
- Media coordination and monitoring
- Message development and refinement

Following Actions

Following the completion of the Master Plan Update, projects included in the Airport Layout Plan (ALP) may progress through further environmental analysis followed by engineering, design, and permitting. These activities will include their own public involvement processes before any construction occurs.

Project Decision Makers and Stakeholders

This section describes the “who” involved in the Airport’s Master Plan Update. Different stakeholders will have varying levels of interest in the planning process. Some may want to know only that the plan is being developed; others may want to take a more active role in the document’s final direction. The goal of the PIP is to foster a discussion between diverse interests and build the foundation for future Airport activities and community dialogue. Brief summaries of agency and stakeholder roles, and how each group will be involved in the PIP, are provided below.

Agency Decision Makers

Ted Stevens Anchorage International Airport

The DOT&PF, which operates the Ted Stevens Anchorage International Airport, is the master plan sponsor. The Airport will ultimately evaluate and select, in coordination with the Federal Aviation Administration (FAA), the proposed development alternative that best meets the long-term needs of the airport and the State of Alaska. The Airport will solicit and consider public and stakeholder input throughout the Master Plan Update process. The Airport must abide by FAA regulations and make decisions within the framework of FAA’s policies and guidance.

The DOT&PF, which operates the Ted Stevens Anchorage International Airport, is the Master Plan sponsor. The Airport will ultimately evaluate and select, in coordination with the FAA, the proposed development alternative that best meets the long-term needs of the Airport and the State of Alaska.

Federal Aviation Administration

FAA is the federal agency that regulates airports and airspace. The FAA will review key elements of the Airport's Master Plan Update, including the aviation demand forecasts and the ALP. Throughout the process, FAA will provide guidance on the public involvement program. The Airport will work closely with the FAA's Alaska Region during the Master Plan Update process and create a master plan that meets applicable federal guidelines. FAA is also the federal agency in charge of any potential government-to-government consultations.

Stakeholders

A stakeholder is anyone who has an interest in the Airport or who may be affected by decisions that are made in the Master Plan Update. Some stakeholders have technical backgrounds and related interests in the update process, while others may be interested for non-technical reasons. At any point in the planning process, anyone who is interested in the Airport and the Master Plan Update is, by definition, a stakeholder. Table 2 lists potential stakeholder groups that have been identified. This list will likely grow and change throughout the planning process.

Table 2.
Potential Stakeholder Groups

General Public

Residents and property owners	Traveling public
Surrounding local businesses	Park/Trail users
Consumers statewide	

Airport Users

Airlines (represented by AIAS Airline Airport Affairs Committee [AAAC] and Airline Technical Representative [ATR])	Cargo businesses
Airport leaseholders	Freight shippers
Airport concessions	Rental car companies
Airport staff, including maintenance and operations and police and fire	Alaska Railroad Corporation
Developers	Ground transportation services (shuttles, taxis, bus)
	Alaska tour companies

Public Utilities

Anchorage Water & Wastewater Utility	Solid Waste Services
Chugach Electric Association	

Local Government

Director, Municipality of Anchorage (MOA) Office of Economic and Community Development	Planning and Zoning Commission
Director, MOA Parks and Recreation	
Director, MOA Planning	

**Table 2.
Potential Stakeholder Groups**

State/Federal Agencies

FAA Environmental Program	U.S. Environmental Protection Agency (EPA)
FAA Air Traffic Control Tower (ATCT)	Alaska Industrial Development and Export Authority (AIDEA)
FAA Air Route Traffic Control Center (ARTCC)	State of Alaska Dept. of Commerce, Community and Economic Development
Transportation Security Administration (TSA)	
State of Alaska Aviation Advisory Board	
Joint Base Elmendorf-Richardson (JBER)	

Tribal Organizations

Knik Tribal Council	Tyonek Native Corporation
Native Village of Eklutna	Chickaloon Native Village

Elected Officials

Mayor of Anchorage	Alaska State Senate
Anchorage Municipal Assembly	Alaska House of Representatives

Nongovernmental Organizations

The Alaska Center	Anchorage Citizens Coalition
Anchorage Trails and Greenways Coalition	Anchorage Park Foundation
Friends of the Anchorage Coastal Wildlife Refuge	Anchorage Waterways Council
Nordic Ski Association of Anchorage (NSAA)	Anchorage Running Club
Arctic Bicycle Club	
Bike Commuters of Anchorage	

Community and Economic Development Organizations

Federation of Community Councils	Anchorage Economic Development Corporation (AEDC)
Turnagain Community Council	Alaska Travel Industry Association
Spenard Community Council	Alaska Commodity Freight Forwarders
Sand Lake Community Council	Anchorage Convention and Visitors Bureau
Anchorage Chamber of Commerce	Alaska Chamber of Commerce

Aviation Groups

Lake Hood Pilots Association	Seaplane Pilots Association
Aircraft Owners and Pilots Association (AOPA)	Civil Air Patrol
Alaska Airmen's Association	The Ninety-Nines, Inc., Alaska Chapter

Public Involvement Tools and Terms

Public involvement tools will be used to target specific levels of involvement in the Airport Master Plan Update process. This does not represent a commitment to use all of these tools; rather, this is a strategic list that the project team may pull from as needed as the project progresses.

Tools are listed alphabetically and described as follows:

Advertisements – A variety of advertising methods will promote stakeholder participation in meetings, open houses, and other events throughout the Master Plan Update process. Though traditional paid media will be a key element of the public involvement advertising strategy, the project team will also use methods such as online programs, social media, existing print advertising, and visual advertising, and will work through existing communication channels to ensure maximum reach.

Public Meeting/Open House/Online Open House

- State of Alaska Online Public Notice: minimum of 7 days in advance, aim for 10–14 days in advance
- Paid print and online ads in *Anchorage Daily News*
- Public radio advertising (public service announcements)
- Airport resources: GovDelivery, website, Facebook posts, newsletter
- Master Plan Update email
- Master Plan Update website
- Email for elected officials and agencies with a vested interest in the Airport: Governor's Office, DOT&PF Headquarters and Central Region, Mayor's Office, State legislators, Municipal Assembly members, etc.

Advisory Committee Meetings

- State of Alaska Online Public Notice: minimum of 7 days in advance, aim for 10–14 days in advance
- Master Plan Update email
- Master Plan Update website

Comment Spreadsheet – Comments will be requested from the public and considered by the project team. All comments will be logged in a spreadsheet for tracking purposes. Individual

Public involvement tools will be used to target specific levels of involvement in the Airport Master Plan Update process. This does not represent a commitment to use all of these tools; rather, this is a strategic list that the project team may pull from as the project progresses.

comments on the Master Plan Update and draft documents will **not** be responded to on an individual or one-to-one basis. Rather, comments will be summarized, and key themes highlighted in final reporting.

E-mail Distribution List – The email distribution list will consist of people who attend project meetings, those who have proactively requested to be included on the list, and area community groups. The project team will update the list following each public meeting and regularly add individuals who request to be included. Groups such as community councils will be offered the opportunity to forward published project information to their listservs upon request. Specific uses include regular Master Plan Update process updates, notifications of public events, and requests for public comments.

Existing Partnerships and Channels – There are a variety of methods to dialogue with the public, such as through clubs, civic groups, other publications, and other projects. The *Anchorage Daily News*, website, and community calendar are examples, as are community councils, chambers of commerce, and AEDC. As an umbrella planning document, the goal of the Airport Master Plan Update project team will be to identify and use all outreach mechanisms currently in use by the Airport, and also to make it easy for the public to understand how and where they can be engaged to be most effective. By taking advantage of these existing mechanisms, the project team will be able to broaden the reach of information, interest, and input for the Airport Master Plan Update.

Email – Provide regular correspondence regarding the progress of the plan, primarily via email. Emails will summarize recent outreach results, provide updates, announce upcoming outreach opportunities, and share information. Completed E-newsletters will be posted on the project website. Subscribers will be given the opportunity to opt out at any point.

Social Media –The Airport and the DOT&PF Central Region both have Facebook accounts that the Master Plan Update project team may use to share information.

Federation of Community Council Updates – The Airport regularly attends community council meetings for Turnagain, Spenard, and Sand Lake. All Master Plan project updates will be provided through these regular contacts. Announcements of public meetings and events will be sent to Community Council coordinators to distribute to the community council listservs.

Key Message Development – The project team will refine public messages relating to the Master Plan Update as necessary during the process to ensure that communication with the public is accurate, timely, and inclusive of project developments.

Postcard – Email messages will be the primary method of communication used by the Master Plan Update project team to announce meetings and provide other updates. To invite people to sign up for e-mail, a single postcard will be sent to addresses in the project area (to approximately 40,000 mailing addresses in the 99502, 99503, 99509, 99515, 99517, and 99518 zip codes) to announce the beginning of the Master Plan process.

Media Coordination and Monitoring – The Master Plan Update project team will forward all external media inquiries and requests to the Airport staff for direct response. The Master Plan Update project team will monitor news articles, letters to the editor, and other published sources to gather information and relevant public input and distribute these to the Airport. Earned media stories are an excellent tool to inform people statewide about the Master Plan Update.

Online Open House – This web-based tool creates an online open house that is accessible 24 hours per day to any stakeholder with internet access. This is a key tool to reach and collect comments from a statewide, national, and international audience. We anticipate hosting an online open house in conjunction with each public open house that will be “live” for approximately 2–3 weeks.

Print Materials – Printed materials including agendas, a project Fact Sheet, and FAQs will be provided at public events. Newsletters will be emailed and posted on the website.

Public Open Houses – The goal of the public open houses is to provide information and gather input. Meetings will be advertised in advance to provide sufficient public notice. Public meetings will be held on varied weeknights to ensure that those with alternate work schedules are able to attend. Likewise, start times for meetings will vary to maximize participation.

Website – A dedicated website will be used to provide project updates, record comments, and distribute documents for review. Specific uses include publishing questionnaires, newsletters, meeting notices, study updates, and reports. The site will provide methods for users to submit feedback and comments. The project team will develop and maintain the website according to State of Alaska standards in coordination with the DOT&PF Webmaster.

Airline Advisory Committee and Working Group – Two committees of 8-12 people each, comprised of airline professionals and community leaders, will be convened. The purpose of the Airline Advisory Committee and the Working Group are to provide information and guidance on specific aspects of Master Plan Update development and to inform the decision-making process. While recommendations from both Groups will be strongly considered by the Master Plan Update project team for possible adoption, the Airport remains the ultimate decision-making body responsible for the Master Plan Update. All meetings will be professionally facilitated. The public will be able to observe the proceedings and will have an opportunity to comment at the conclusion of the meetings. All meetings will be advertised on the project website and in the project newsletter.

Organizations that will be invited to participate are listed in the next section. These organizations will be asked to identify a representative that can:

1. Participate in all meetings.
2. Have a receptive and active interest in learning about the Airport and its operations.
3. Provide input that is representative of the stakeholder role of the participant, e.g., on behalf of a broader organization.

4. Equally considers the interests of the local community, the Airport, and the Municipality of Anchorage and State of Alaska as a whole; and seek common ground that serves the needs of all parties with a stake in the future of the Airport.
5. On an ongoing and informal basis, keep representative organizations, friends, and neighbors informed regarding Master Plan Update issues and emerging recommendations.
6. Work productively with other members, Airport administration, and the Master Plan Update project team when differences of opinion develop, and follow these general rules:
 - a. Listen: seek to understand new ideas and others' views.
 - b. Stay on topic: keep comments brief.
 - c. Be respectful and polite: attack issues, not people.
 - d. Be positive: be problem solvers.
7. Devote time, study, and thought necessary to complete duties.
8. Work with other members to help shape recommendations to the Master Plan Update project team that individual members, and the group as a whole, can actively support.

Airline Advisory Committee

Airline Technical Representative [ATR] AvAir Pros

Alaska Airlines

Atlas Air

Federal Aviation Administration (FAA) - Air Traffic Control

FedEx

Grant Aviation

Nippon Cargo Airlines

Ryan Air

United Postal Service (UPS)

United States Air Force (USAF)

Working Group

Aircraft Owners & Pilots Association (AOPA)

Anchorage Economic Development Corporation (AEDC)

Alaska Trucking Association

Dana Pruhs

Commodity Forwarders

Federal Aviation Administration – Alaskan Region Airport Division

Pegasus Aviation Services

Signature Flight Support

Sand Lake Community Council

Spenard Community Council

Turnagain Community Council

Project Contacts

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APPENDIX A-2

Public Involvement Chronology

ANCHORAGE AIRPORT MATER PLAN UPDATE				
Strategic Communication Chronology				
Date	Public Involvement Tool/Location	Organization	Title (Article, Presentation, etc.)	Description
12/5/2022	Website Launched	HDR	Website	Share information about project
12/5/2022	AAC Invitation Emails	ANC	Airline Advisory Committee (AAC) Invitation Emails	Invite contacts to be a part of the committee
12/5/2022	SWG Invitation Emails	ANC	Stakeholder Working Group (SWG) Invitation Emails	Invite contacts to be a part of the committee
7/17/2022	Tenant Outreach Email	ANC	ANC Master Plan Update - Tenant Outreach	Inform contacts possible future connection regarding the MPU
4/25/2023	Email invitations for the first, joint, committee meeting	HDR	ANC Master Plan Update // First SWG Committee Meeting	Invitation to the first Airport MPU advisory committee meeting
4/20/2023	Public Meeting #1 and Committee Meeting #1 Planning Document Created	HDR	Public Meeting #1 Planning Document	Meeting planning documentation
5/10/2023	Email invitations for the first, joint, committee meeting	HDR	ANC Master Plan Update // First AAC Committee Meeting	Invitation to the first Airport MPU advisory committee meeting
5/10/2023 - 5/17/2023	Radio Ads	Alaska Public Media	Public Meeting #1 Radio Ad	Advertise the May 31, 2023 Public Meeting
5/11/2023	E-Blast announcing the public meeting	HDR	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/11/2023	Newspaper Ad	Anchorage Daily News	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/11/2023	Postcard to Project Area	Service Business Printing	ANC MPU Project Kick-Off	Advertise the May 31, 2023 Public Meeting
5/14/2023	Newspaper Ad	Anchorage Daily News	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/11/2023	Online Newspaper Ads	Anchorage Daily News	Online newspaper ads to run 5/10 - 5/24	Advertise the May 31, 2023 Public Meeting
5/12/2023	State of Alaska OPN	HDR	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/15/2023	DOT&PF Facebook Post	DOT&PF	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/15/2023	Online Public Involvement Calendar	DOT&PF	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/15/2023	Project Website Update	HDR	Update of information on the PI page	Update of information on the PI page
5/16/2023	State of Alaska OPN	DOT&PF	Notice of Anchorage Airport Master Plan Update Committee Meeting	Advertise the AAC & SWG Committee Meeting
5/17/2023	GovDelivery	DOT&PF	Notice of Anchorage Airport Master Plan Update Committee Meeting	Advertise the AAC & SWG Committee Meeting
5/24/2023	Online Newspaper Ads	Anchorage Daily News	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/26/2023	Meeting Materials Updates and send to printer / finalized	HDR	15 Posters Public Meeting Sign-in Sheets (9 copies) Committee Meeting Sign-in Sheets (6 copies) Name tags for Project Team and AAC & SWG members Table Tents for AAC & SWG members Agenda (50 copies) Info Cards (50 copies) Project Fact Sheet (100 copies) Comment Forms (100 copies)	Finalize Public Meeting #1 Materials
5/31/2023	Online Open House is launched	HDR	Public Meeting #1 Online Materials	Public Meeting #1 Online Materials
5/31/2023	Public Meeting #1 and SWG/ACC Committee Meeting #1	Public Meeting	Public Meeting #1 and SWG/ACC Committee Meeting #1 are hosted	Public Meeting #1 and Committee Meetings
5/31/2023	Tribe Outreach #1	HDR	Reach out to tribe to inquire about engagement.	To solicit interest in participating.
6/13/2023	Online Open House closed	HDR	Public Meeting #1 Open House closed	Public Meeting #1 Online Open House Archives
8/1/2023	Public Meeting #2 and Committee Meeting #2 Planning Document	HDR	ANC MPU Public Meeting Planning Document 09.14.2023.docx	Meeting planning documentation
8/3/2023	Project Website Update	HDR	Public Involvement Plan	Public Involvement Plan posted on website.
8/4/2023	AAC Invitation Emails	HDR	Airline Advisory Committee Invitation Emails	Invitation to the second Airport MPU advisory committee meeting
8/4/2023	SWG Invitation Emails	HDR	Stakeholder Working Group Invitation Emails	Invitation to the second Airport MPU advisory committee meeting
8/21/2023	What's Up Listserv	What's Up	What's Up Listserv - Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
8/21/2023	Alaska DOT&PF Public Involvement Calendar	DOT&PF	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
8/23/2023	Update Website	HDR	Public Meeting #2 Advertisement	Update website to advertise for September 14, 2023 public meeting
8/24/2023	E-Blast announcing the first public meeting	HDR	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
8/24/2023	Anchorage Daily News Display ad Ran for Public Meeting #2	Anchorage Daily News	Print newspaper ads to run 8/24 & 9/12	Advertise the September 14, 2023 Public Meeting
8/24/2023	Anchorage Daily News legal ad Ran for Public Meeting #2	Anchorage Daily News	Legal ad in newspaper run 8/24	Advertise the September 14, 2023 Public Meeting
8/24/2023	State of Alaska OPN	DOT&PF	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
9/4/2023	Anchorage Daily News Display Ad	Anchorage Daily News	Digital ads run week of 9/4/23 and 9/11/23	Advertise the September 14, 2023 Public Meeting
9/4/2023	Alaska Public Media Streaming Ad	Alaska Public Media	Streaming ad run week of 9/4/23 and 9/11/23	Advertise the September 14, 2023 Public Meeting
9/4/2023	Alaska Public Media radio ads	Alaska Public Media	Radio ads run week of 9/4/23 and 9/11/23	Advertise the September 14, 2023 Public Meeting
9/6/2023	GovDelivery	DOT&PF	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
9/7/2023	E-Blast reminder of public meeting on September 14, 2023	HDR	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
9/7/2023	Public Meeting and Committee Meetings Walkthrough / Meeting Materials	ANC, HDR, RS&H	Public Meeting #2 Materials Review	Go through meeting materials with client and approve live
9/8/2023	Creation and Design of meeting materials	HDR, RS&H	9 Posters Public Meeting Sign-in Sheets Committee Meeting Sign-in Sheets Name tags for Project Team and AAC & SWG members Agenda for three meetings Info Cards Project Fact Sheet Comment Forms FAQ Presentation	Finalize Public Meeting #2 Materials
9/11/2023	Posters for Print	Service Business Printing	Public Meeting #2 Finalized Posters	Posters for Public Meeting and Committee Meetings
9/12/2023	New member orientation for Stakeholder Working Group	ANC, HDR, RS&H	Orientation for new committee members	To onboard and bring new committee members up to speed

Chronology of Public Outreach Activities 6-03-13 through present

Date	Public Involvement Tool/Location	Organization	Title (Article, Presentation, etc.)	Description
9/12/2023	DOT&PF Facebook	DOT&PF	Public Meeting #2 Notice	Public Meeting #2 Notice
9/13/2023	E-Blast reminder day before public meeting on September 14, 2023	HDR	Public Meeting #2 Notice Reminder	Public Meeting #2 Notice
9/13/2023	Meeting Dry Run of Meeting	ANC, HDR, RS&H	Public Meeting #2 practice	Practice presentation and go through questions
9/14/2023	Online Open House is launched	HDR	Online Open House for Public Meeting #2	Online Open House Opens
9/14/2023	Public Meeting #2	ANC, HDR, RS&H	Public Meeting #2	Public Meeting #2
9/14/2023	SWG Meeting #2	ANC, HDR, RS&H	Committee Meeting #2	Committee Meeting #2
9/14/2023	AAC Meeting #2	ANC, HDR, RS&H	Committee Meeting #2	Committee Meeting #2
9/28/2023	Title VI Report	HDR	Anchorage Title VI Report	Title VI Report
9/28/2023	Title VI Report	HDR	Stakeholder Working Group Title VI Report	Title VI Report
9/28/2023	Title VI Report	HDR	Airline Advisory Committee Title VI Report	Title VI Report
9/29/2023	Online Public Meeting #2 Closed	HDR	Online Public Meeting #2	Archive Online Public Meeting
10/31/2023	Tribe Outreach #2	HDR	Tribal Outreach #2	To follow up on initial outreach and seek interest.
11/7/2023	David Brewer 1:1	HDR, ANC, RS&H	ANC MPU - David Brewer 1:1	One-on-one meeting with a member of the AAC to walk through the master plan update process.
11/9/2023	Alternatives Workshop #1 - RESCHEDULED DUE TO SNOW	HDR, RS&H, ANC	Alternatives Development Workshop #1	Share alternatives to airport staff and solicit feedback
11/17/2023	Alternative Workshop #1 - Terminal	HDR, RS&H, ANC	Alternatives Development Workshop #1 - Terminal	Share alternatives to airport staff and solicit feedback
12/4/2023	Alternative Workshop #2 - Part 1 - Airfield	HDR, RS&H, ANC	Alternatives Development Workshop #2 - Part 1 Airfield	Share alternatives to airport staff and solicit feedback
12/13/2023	Alternative Workshop #3 - Part 2 - Facilities	HDR, RS&H, ANC	Alternatives Development Workshop #3 - Part 2 Facilities	Share alternatives to airport staff and solicit feedback
1/2/2024	Email Notice for Committee Meeting #3	HDR	Airline Advisory and Stakeholder Working Group Meeting Notices	Notice for upcoming committee meetings
1/4/2024	Meeting with ATR + David Brewer	RS&H, ANC	Public Meeting #3 Prep Discussion	Special meeting with ATR & David Brewer
1/8/2024	Email Invitations Sent for AAC/SWG Committee Meetings	HDR	Airline Advisory and Stakeholder Working Group Meeting Save the Dates	Outlook Calendar Invite
1/8/2024	Advertising Language	HDR	Advertising Language for Public Meeting #3	Advertising Language
1/11/2024	Meeting with DOT&PF Commissioner	ANC	Public Meeting #3 Approval	Special Meeting with DOT&PF Commissioner Approval
1/11/2024	Online Public Notice	State of Alaska OPN	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/11/2024	Online Public Notice	State of Alaska OPN	Committee Meeting #3 Advertisement	Advertise Committee Meetings #3
1/11/2024	Online Public Notice	State of Alaska PI Calendar	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/12/2024	Online Public Notice	DovDelivery	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/12/2024	Meeting with FAA	RS&H, ANC	Public Meeting #3 Approval	Special Meeting with FAA Approval
1/15/24 - 1/29/24	Radio Ads	Alaska Public Media	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/17/2024	E-Blast - Announcement	MailChimp	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/18/2024	Newspaper Legal Ad	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/18/2024	Newspaper Ad - Round 1	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/18/24 - 1/29/24	Newspaper Ad - Digital	AND Online	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/18/2024	Facebook Event	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #4
1/18/2024	Social Media Post - Announcement	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/22/2024	Newspaper Display Ad - Reprint	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/24/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	AAC Committee Meeting #3
1/25/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	SWG Committee Meeting #3
1/30/2024	E-Blast - 1 Week Reminder	MailChimp	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/31/2024	Newspaper Ad - Round 2	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/31/2024	Social Media Post - 1 Week Reminder	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #3
2/1/2024	Flyers	HDR	Public Meeting #3 Flyer	Advertise Public Meeting #3
2/2/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	AAC Committee Meeting #3
2/3/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	SWG Committee Meeting #3
2/5/2024	Email Committees	HDR	AAC Committee Meeting #3 Room Clarification	AAC Committee Meeting #3
2/5/2024	Airline Advisory Committee Meeting #3	HDR, RS&H, ANC	AAC Committee Meeting #3	AAC Committee Meeting #3
2/5/2024	Email Committees	HDR	AAC Committee Meeting #3 Poster For Zoom Participants	AAC Committee Meeting #3
2/6/2024	Stakeholder Working Group Committee Meeting #3	HDR, RS&H, ANC	SWG Committee Meeting #3	SWG Committee Meeting #3
2/6/2024	ANC MPU Public Meeting #3 - Preliminary Alternatives	HDR, RS&H, ANC	ANC MPU Public Meeting #3 - Preliminary Alternatives	ANC MPU Public Meeting #3 - Preliminary Alternatives
2/6/2024	Social Media Post - Today Reminder	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #3
2/6/2024	E-Blast - Today Reminder	MailChimp	Public Meeting #3 Advertisement	Advertise Public Meeting #3
2/6/2024	Email Committees	HDR	SWG Committee Meeting #3 Poster For Zoom Participants	SWG Committee Meeting #3
2/22/2024	Title VI Report	HDR	Public Meeting #3	Public Meeting #4
2/23/2024	Title VI Report	HDR	AAC Committee Meeting #3	AAC Committee Meeting #4
2/24/2024	Title VI Report	HDR	SWG Committee Meeting #3	SWG Committee Meeting #4
3/21/2024	Alternative Workshop #4 - Terminal	HDR, RS&H, ANC	Alternatives Development Workshop #3 - Terminal	Share alternatives to airport staff and solicit feedback
4/9/2024	Email Committees	HDR	Committee Meeting Save the Date	AAC/SWG Committee Meeting #4 Notice
5/9/2024	Facebook Event	Facebook	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	Facebook Post #1	Facebook	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	E-Blast #1: Email Announcement	MailChimp	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	Newspaper Ad - Display #1	ADN	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	Newspaper Ad - Legal Ad	ADN	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	State of Alaska Email	GovDelivery	Public Meeting #4 Advertisement	Advertise Public Meeting #4

Chronology of Public Outreach Activities 6-03-13 through present

Date	Public Involvement Tool/Location	Organization	Title (Article, Presentation, etc.)	Description
5/10/2024 - 5/29/24	Online Public Notice	State of Alaska OPN	<i>Committee Meeting #4 Advertisement</i>	Advertise Committee Meetings #4
5/10/2024 - 5/29/24	Online Public Notice	State of Alaska PI Calendar	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/13/2024 - 5/23/2024	Online Newspaper Ads	ADN	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/20/2024	Newspaper Ad - Display #2	ADN	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/15/2024 - 5/26/2024	Radio Ads	Alaska Public Media	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/21/2024	Email Committees	HDR	<i>Committee Meeting #4 RSVP</i>	AAC/SWG Committee Meeting #4 RSVP
5/22/2024	Facebook Post #2	Facebook	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/22/2024	E-Blast #2: 1-Week Reminder	MailChimp	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/29/2024	Facebook Post #3	Facebook	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/29/2024	E-Blast #3: Today Reminder	MailChimp	<i>Public Meeting #4 Advertisement</i>	Advertise Public Meeting #4
5/29/2024	AAC/SWG Committee Meeting	RS&H, HDR, ANC	<i>Combined Airline Advisory Committee / Stakeholder Working Group Committee Meeting #4</i>	Committee Meeting #4
5/29/2024	Public Meeting #4	RS&H, HDR, ANC	<i>Public Meeting #4 - Preferred Alternatives</i>	<i>Public Meeting #4 - Preferred Alternatives</i>
5/29/2024 - 6/12/2024	Online Open House #4	WordPress	<i>Online Open House for Public Meeting #4</i>	<i>Online Open House for Public Meeting #4</i>
5/29/2024	Email Committees	HDR	<i>Committee Meeting #4 Notes</i>	<i>Committee Meeting #4 Notes</i>
5/30/2024	Website Update	WordPress	<i>Public Meeting #4 Open - Home Page</i>	Public Meeting #4 Open
5/30/2024	Website Update	WordPress	<i>Public Meeting #4 Open - Get Involved Page</i>	Public Meeting #4 Open
6/13/2024	Website Update	WordPress	<i>Public Meeting #4 Open - Home Page</i>	Public Meeting #4 Open
6/13/2024	Website Update	WordPress	<i>Public Meeting #4 Open - Get Involved Page</i>	Public Meeting #4 Open
6/20/2024	Title VI Report	HDR	<i>Public Meeting #4</i>	<i>Public Meeting #4</i>
6/20/2024	Title VI Report	HDR	<i>AAC/SWG Committee Meeting #4</i>	AAC Committee Meeting #4
8/23/2024	Alternative Workshop #5 - Terminal Part 2	HDR, RS&H, ANC	<i>Alternatives Development Workshop #5 - Terminal Part 2</i>	Share alternatives to airport staff and solicit feedback
9/12/2024	Alternative Workshop #6 - ARFF and Police Training Facility	HDR, RS&H, ANC	<i>Alternatives Development Workshop #6 - ARFF/Police Training Facility</i>	Share alternatives to airport staff and solicit feedback

APPENDIX A-3

Public Meeting #1 Report



Ted Stevens Anchorage International Airport Master Plan Update

May 2023
Public Meeting

Table of Contents

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Summary of Comments and Q/A	2

Attachments

Attachment A: Meeting Presentation

Attachment B: Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards

Attachment C: Email Blasts

Email Announcement

Attachment D: Advertisements

Flyer

Post Card

Anchorage Daily News Display Ad

Anchorage Daily News Legal Ad

Anchorage Daily News Online Ads

State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee Meeting

State of Alaska GovDelivery

Social Media Posts

Attachment E: Meeting Results

Sign-In Sheet

Committee Meeting Notes

Public Meeting Notes

Title IV Reports

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter two of 2023.

Public Meeting and Online Open House #1

On Wednesday, May 31, 2023, the ANC MPU team hosted one combined committee meeting and one public meeting in Anchorage from 3:00 pm to 7:30 pm to kick off the Master Plan Update project. The events included a combined Airline Advisory Committee and Stakeholder Working Group meeting from 3-5pm, followed by a public meeting from 5:30-7:30pm. Both meetings were in-person only and open to the public. A [50-minute presentation](#) was presented at both committee and public meetings. [Posters](#) were posted around the perimeter of the room for attendees to read and view.

A total of [107 people](#) signed into the meeting; however, after clarification that this meeting was for the Master Plan only and not the tenant development for NorthLink, the majority of the people excused themselves and 73 remained. All were in person.

The [Online Open House](#) was made available via the project website for two weeks from Wednesday, May 31 through June 13. During this active time, there were 170 visitors.

Other materials available during this meeting including an updated frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, letters of support, comment forms, directional signage, and State of Alaska demographics surveys.

Stakeholders

Representatives from the following organizations attended the meetings in person:

- AIDEA
- North Star Alaska
- Earth Link
- State of Alaska, Department of Transportation & Public Facilities
- Stantec
- Michael Baker International
- Coffman Engineers
- ABC Motorhome
- Residents

Advertising

The public meeting satisfied project public involvement plan's advertising requirements of three-weeks before the meeting and again one-week prior. The following advertisement and publicity tactics were performed:

- **Attachment C**
 - One E-Blast was sent to the project's email list for with a total of 220 recipients on
- **Attachment D**
 - Meeting information on the project website: <https://ancmpu.com/getinvolved.html>
 - Post card mailed to 40,000 addresses in the project area
 - Nine (9) advertisements in the Anchorage Daily News
 - Two (2) display ads on 5/11/23 and again on 5/14/23
 - One legal ad on 5/18/23
 - Six online ads campaigned 5/10/23 – 5/24/23
 - One week of streaming radio ads from Alaska Public Media from 5/15/23 – 5/17/23
 - State of Alaska Online Public Notice posted from 5/16/23 – 5/31/24
 - State of Alaska GovDelivery sent on 5/17/23
 - Two (2) Social Media Posts
 - Facebook Post #1 on 5/15/23
 - Facebook Post #2 on 5/23/23

Summary of Comments and Q/A

Seven comments were collected from the public meeting, with most comments requesting consideration for community such as noise, signage, upgraded technology, and flight patterns. A total of 17 questions were answered live after the presentation, with full details within Attachment E.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

MAY 2023

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan Overview
 - Goals and Objectives
 - Airport Inventory of Facilities
 - Next Steps / Meetings



WELCOME TO THE ANC MASTER PLAN!

– What is an Airport Master Plan

- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan Overview
- Goals and Objectives
- Airport Inventory of Facilities
- Next Steps / Meetings



ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

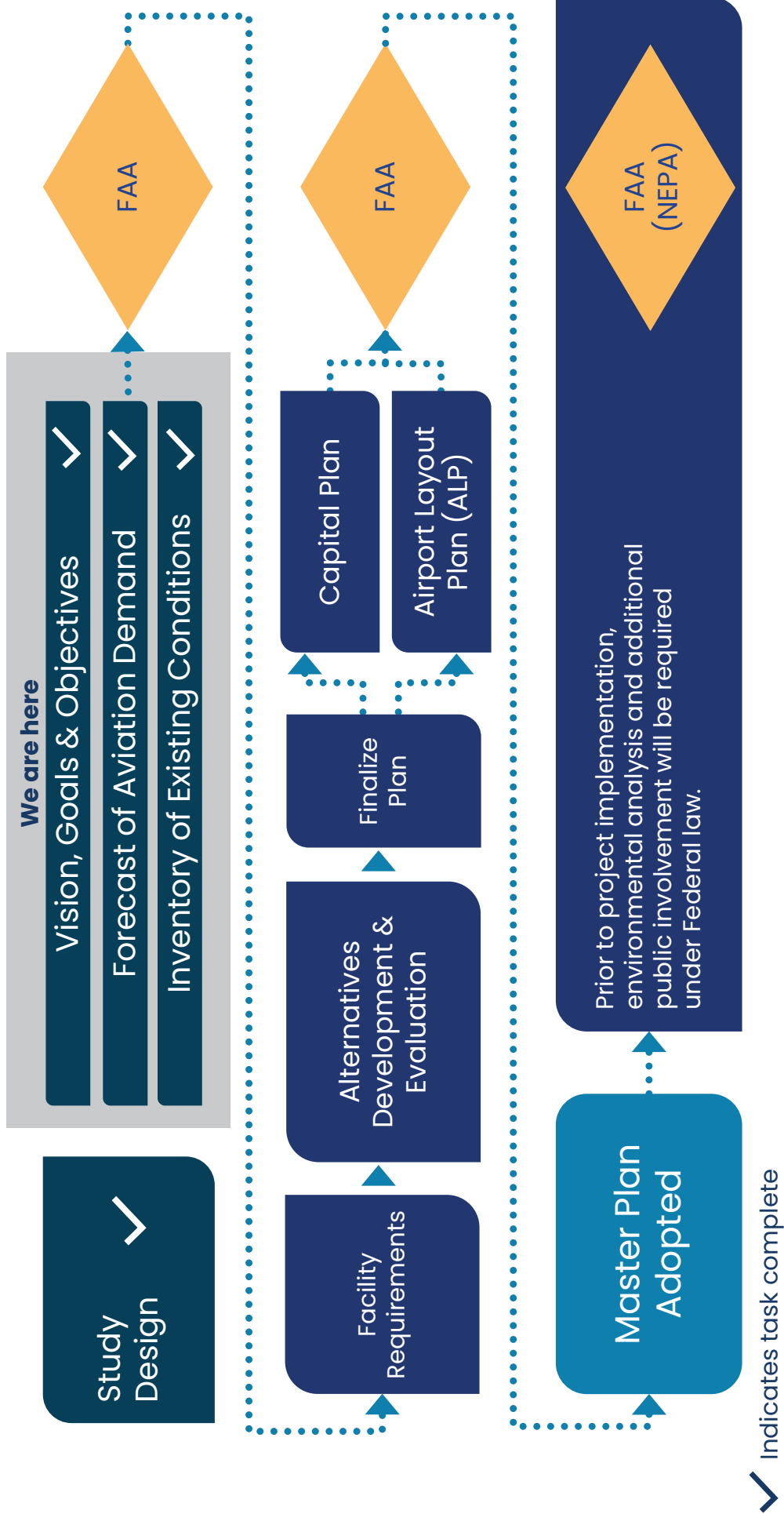
-FAA Advisory Circular 150/5070-6B Airport Master Plans

WELCOME TO THE ANC MASTER PLAN!

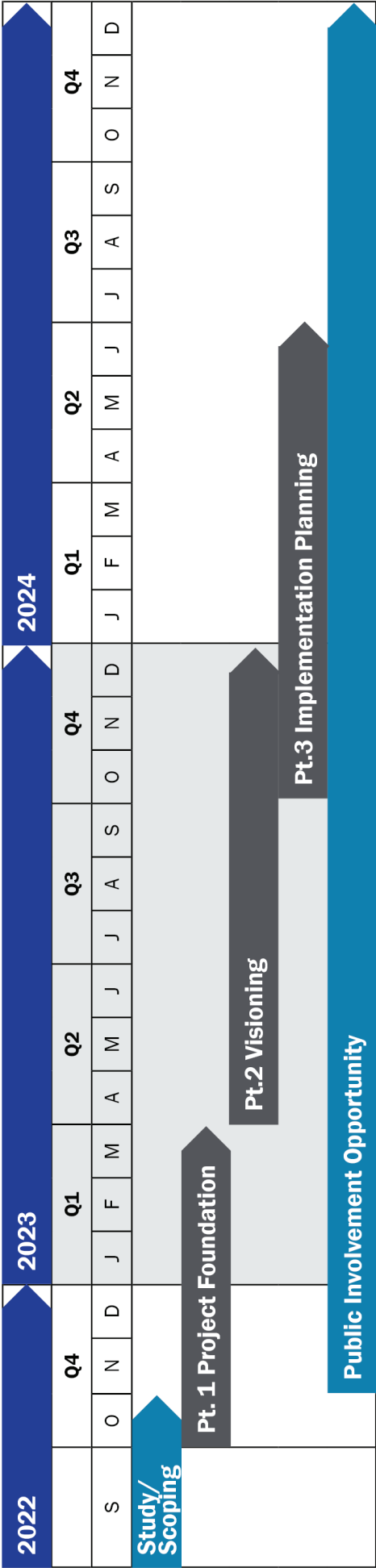
- What is an Airport Master Plan
 - **Master Plan Process and Schedule Overview**
- Public and Stakeholder Involvement Plan Overview
- Goals and Objectives
- Airport Inventory of Facilities
- Next Steps / Meetings



MASTER PLAN PROCESS OVERVIEW



ANC MASTER PLAN
PROJECT SCHEDULE OVERVIEW



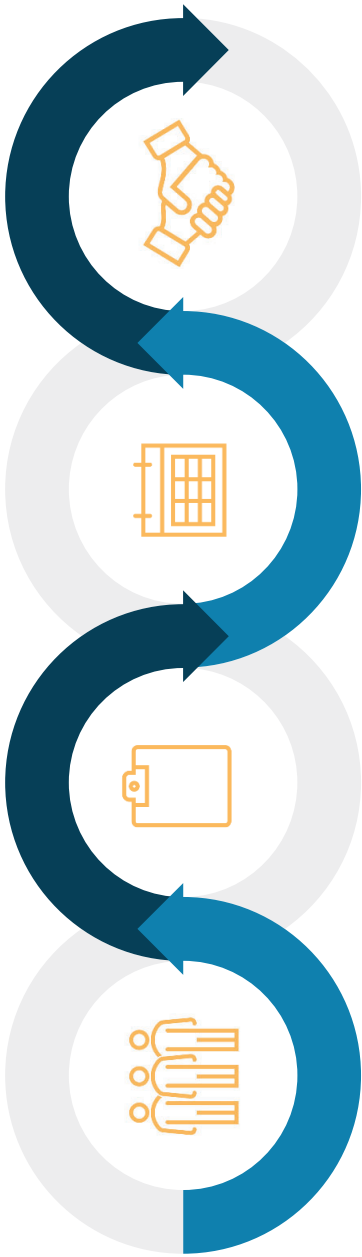
The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
 - **Public and Stakeholder Involvement Plan Overview**
- Goals and Objectives
- Airport Inventory of Facilities
- Next Steps / Meetings



PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

PUBLIC OPEN HOUSES

Regular updates on master plan progress

SOCIAL MEDIA

Follow the airport on social media for project updates

EMAIL LIST

Sign-up to receive updates on project progress

PROJECT WEBSITE

Project information sharing online

WORKING GROUP

Tenants, community councils, and other organizations

TRIBAL OUTREACH

Engage leadership of local Tribes

WELCOME TO THE ANC MASTER PLAN!

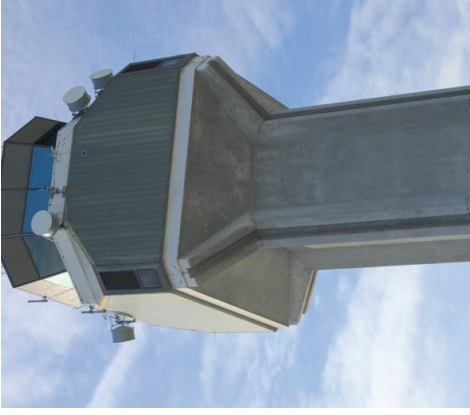
- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan

Overview

– **Goals and Objectives**

- Airport Inventory of Facilities
- Next Steps / Meetings





ANC MASTER PLAN

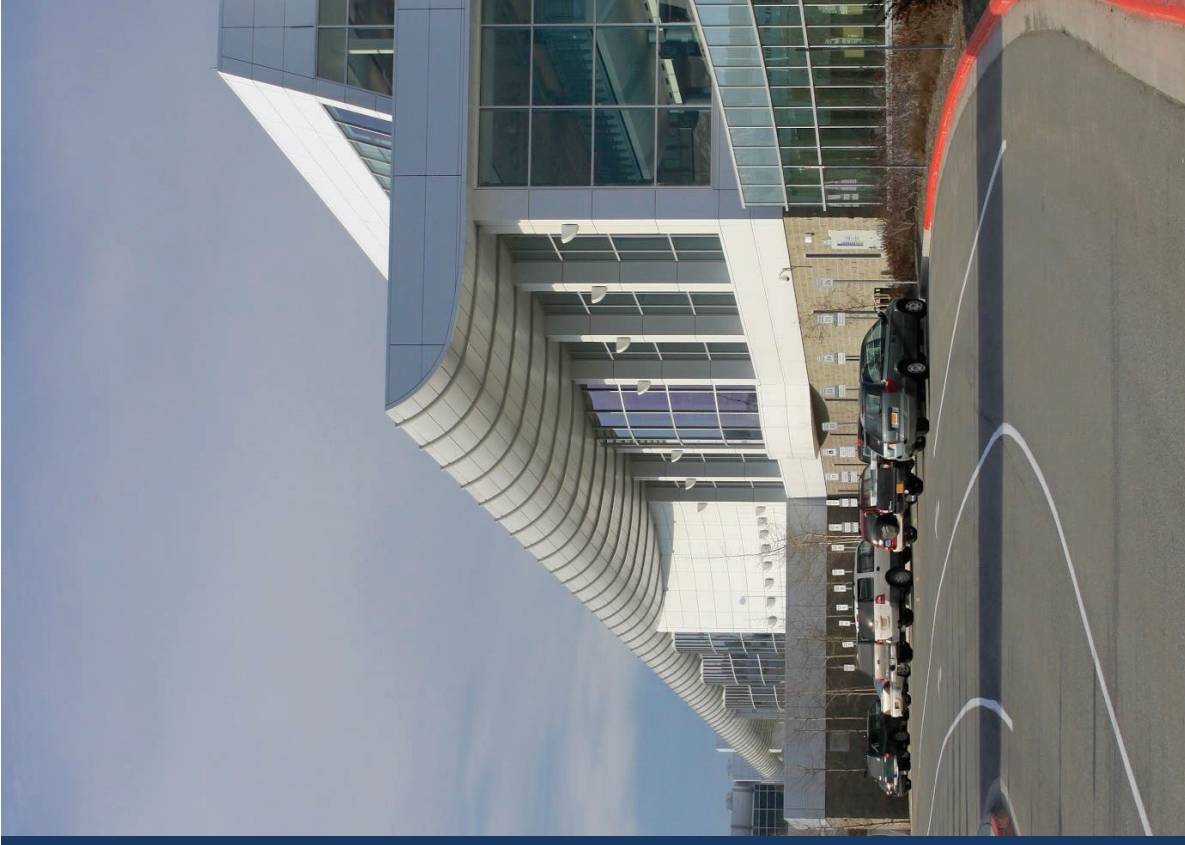
GOALS AND OBJECTIVES

- **Safety**
Maintain or enhance the safe operation of the Airport
- **Efficiency**
Maintain or enhance the efficient operation of the Airport
- **Environmental Sustainability**
Minimize the impact of airport development through environmental awareness
- **Fiscal Sustainability**
Maintain the long-term fiscal sustainability of the Airport
- **Land Management**
Facilitate long-term Airport development through strategic land management planning
- **Communication**
Engage stakeholders through open communication
- **Resilience**
Minimize impact of operational interruptions and disruptions



WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan Overview
- Goals and Objectives
 - **Inventory of Facilities**
- Next Steps / Meetings



An aerial photograph showing an airport development project. The image features a large, rectangular runway and taxiway system in the center. To the left of the runway is a body of water, possibly a lake or a large pond, with several small structures and a dock area. To the right of the runway is a large, rectangular area that appears to be a construction site or a recently completed terminal area, with various buildings and parking lots. The surrounding area is a mix of green fields, trees, and some residential or commercial buildings. The overall scene depicts a significant infrastructure project in progress.

Airport Development since 2014

Airfield Improvements

Taxiway R and Q
Improvements



Taxiway R and Q Improvements



2014



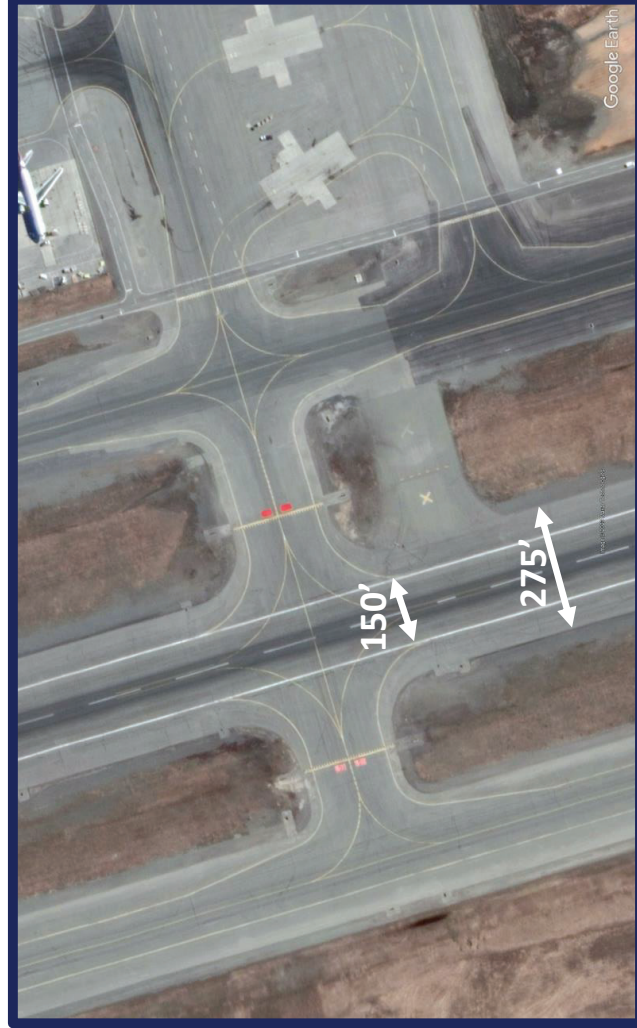
Today

Airfield Improvements

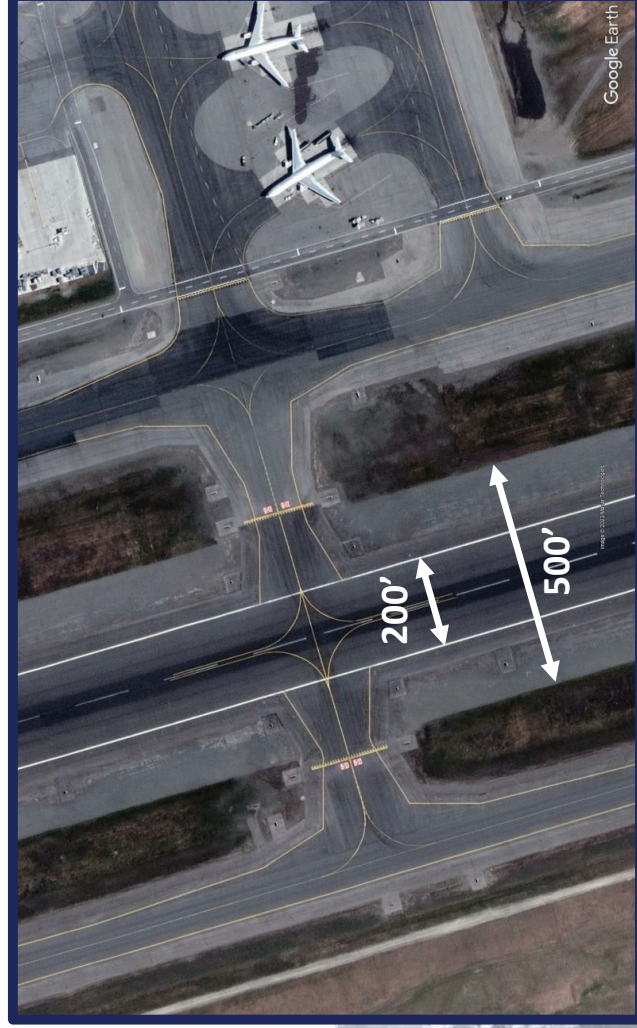
Runway 15-33 Widening, Safety Area, and
Blast Pad Pavement Improvements



Runway 15-33 Improvements



2017



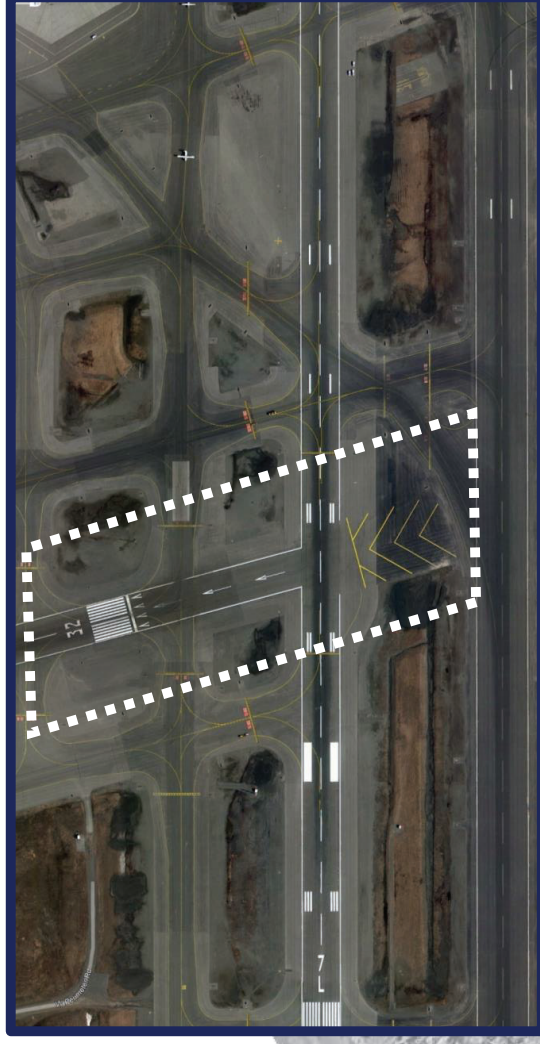
Today

Airfield Improvements

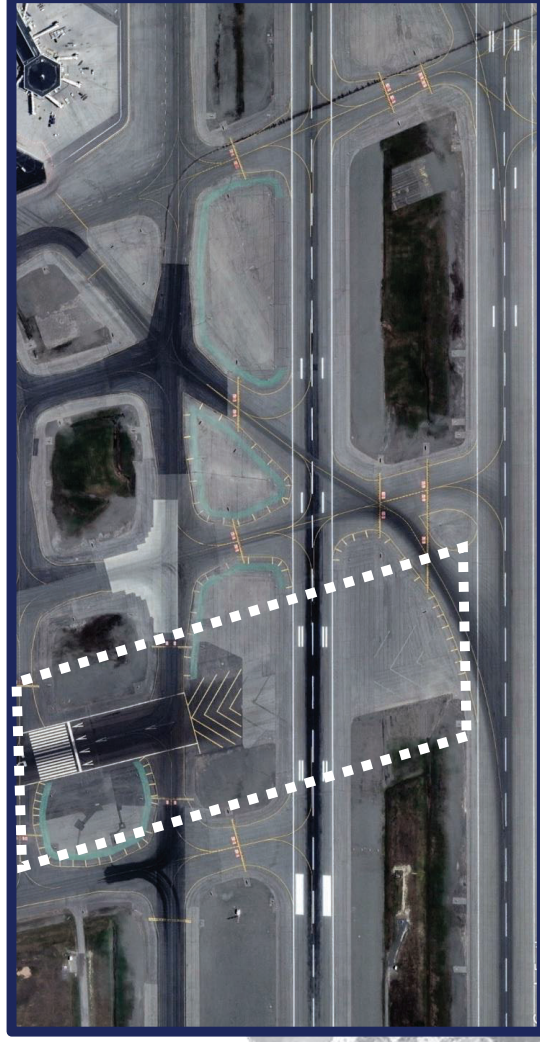
Decouple Runway 15-33 from Runway 7L-25R



Runway 15-33 and Runway 7L-25R Decoupling



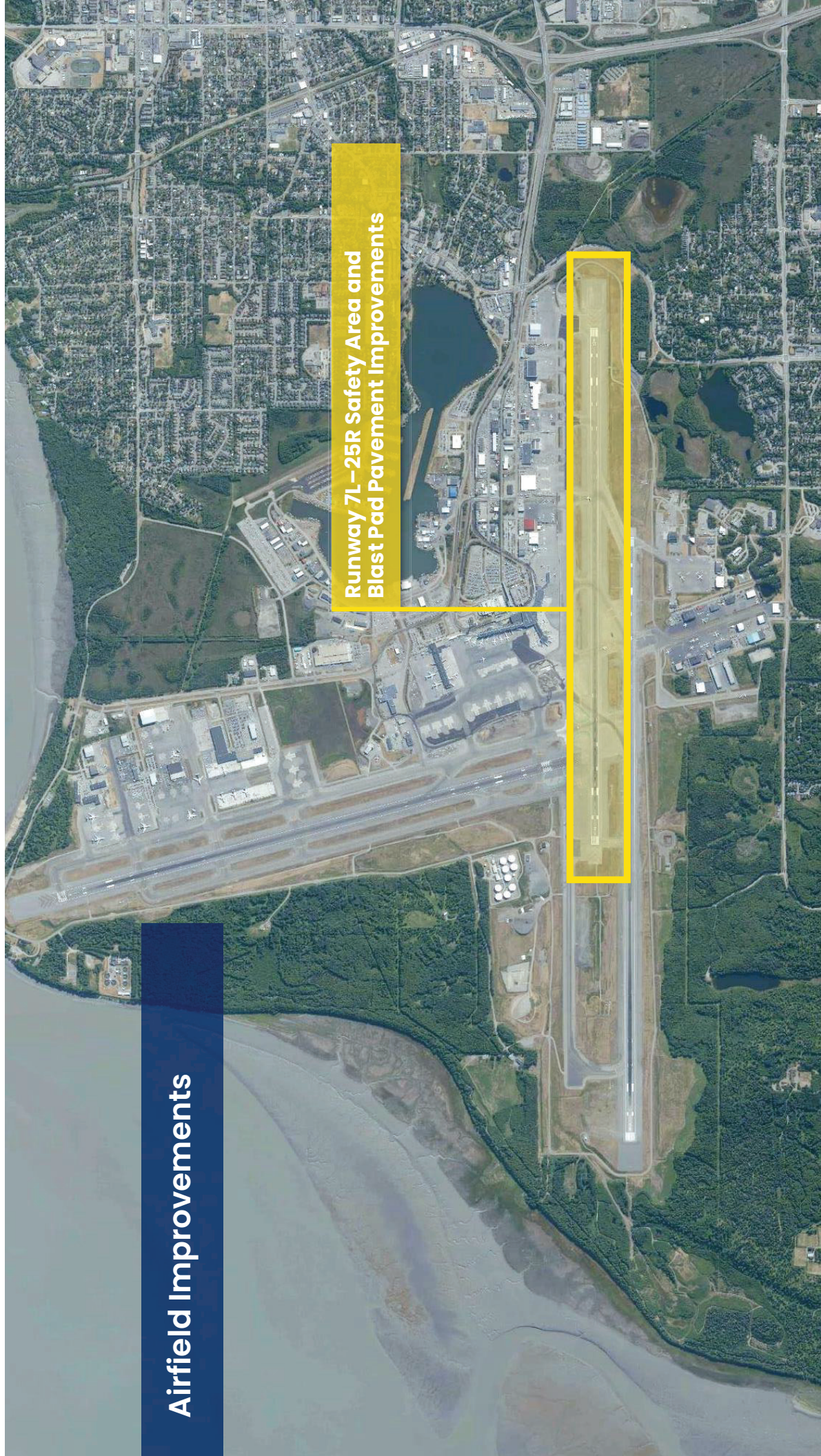
2011



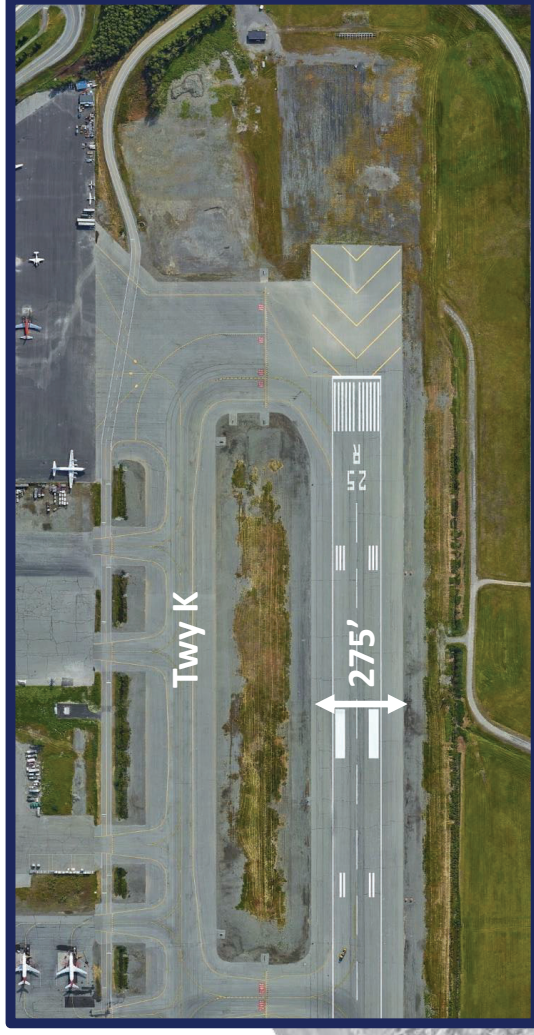
Today

Airfield Improvements

Runway 7L-25R Safety Area and
Blast Pad Pavement Improvements



Runway 7L-25R Safety Area and Blast Pad Improvements

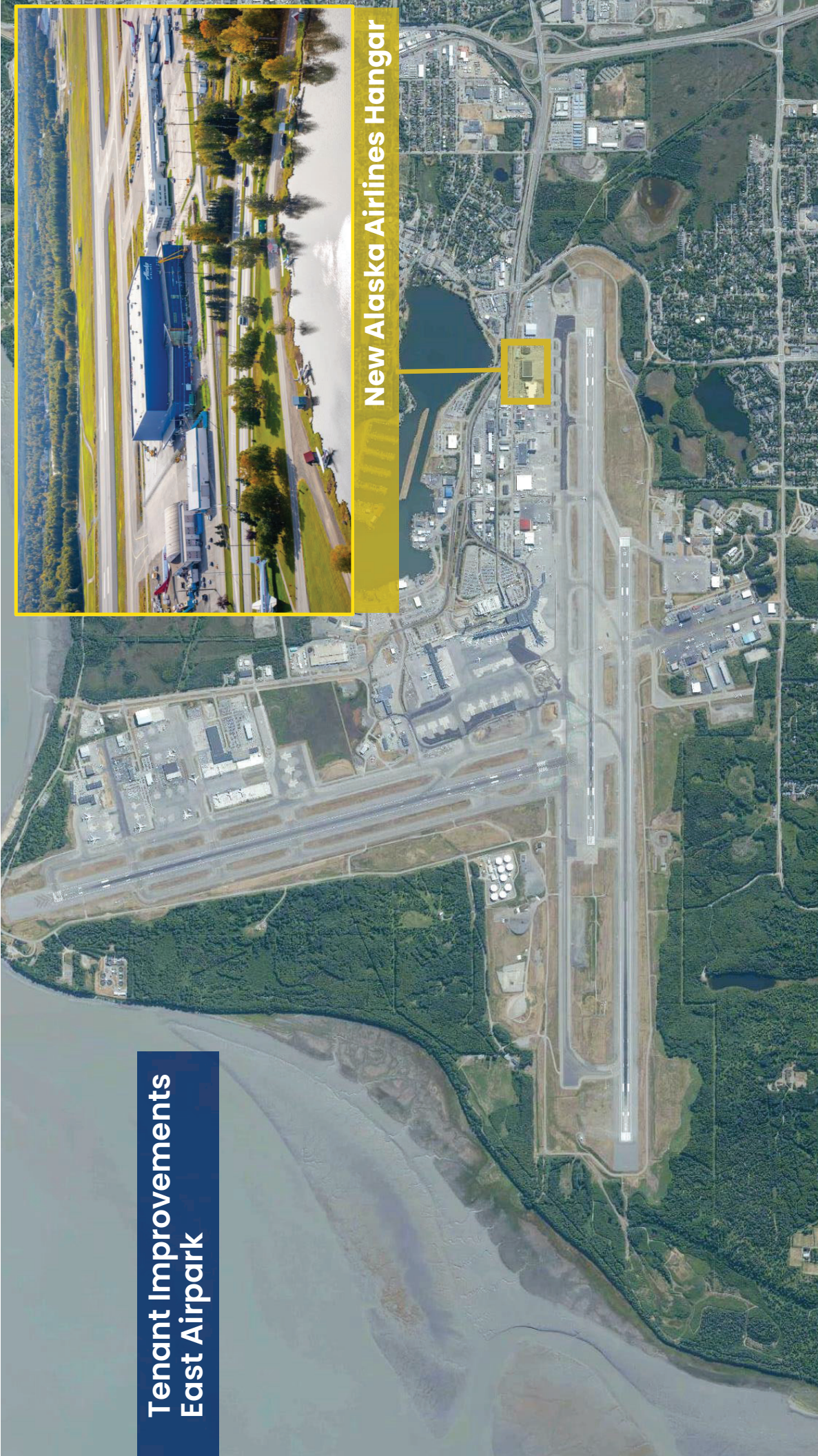


2014



Today

Tenant Improvements East Airport



New Alaska Airlines Hangar

Tenant Improvements South Airpark



New Signature FBO



New Hangar Constructed



South Airpark AWWU Integration

**Planned
Tenant Improvements**

FedEx

Alaska Cargo and Cold Storage

NorthLink



Next Steps:

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Meeting No. 2: Early September 2023 / Forecast and Facility Requirements
- Meeting No. 3: Early December 2023 / Alternatives for Development Consideration

ANG

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ANG

Attachment B

Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards



Welcome to the **ANC** Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

MAY 2023



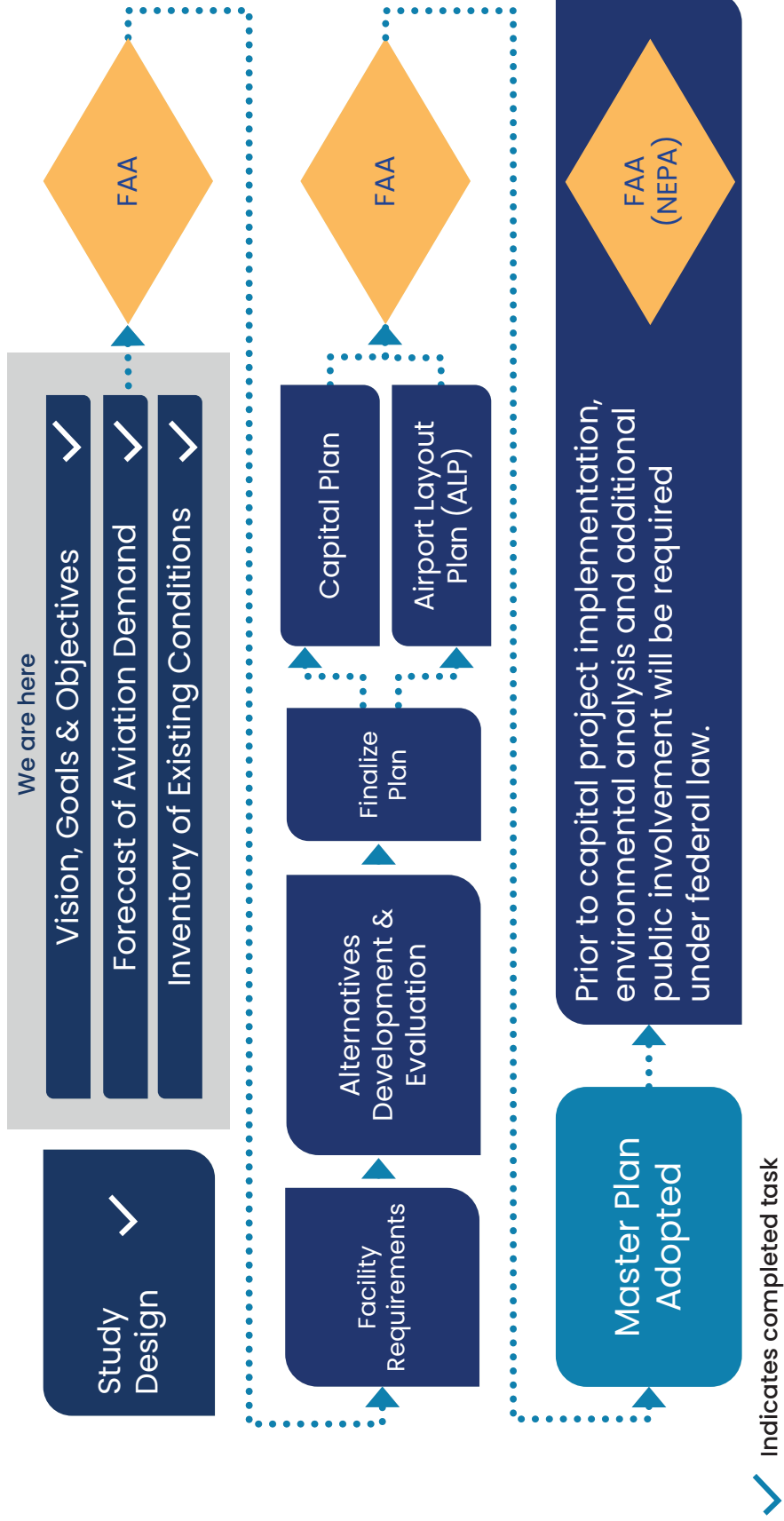
ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

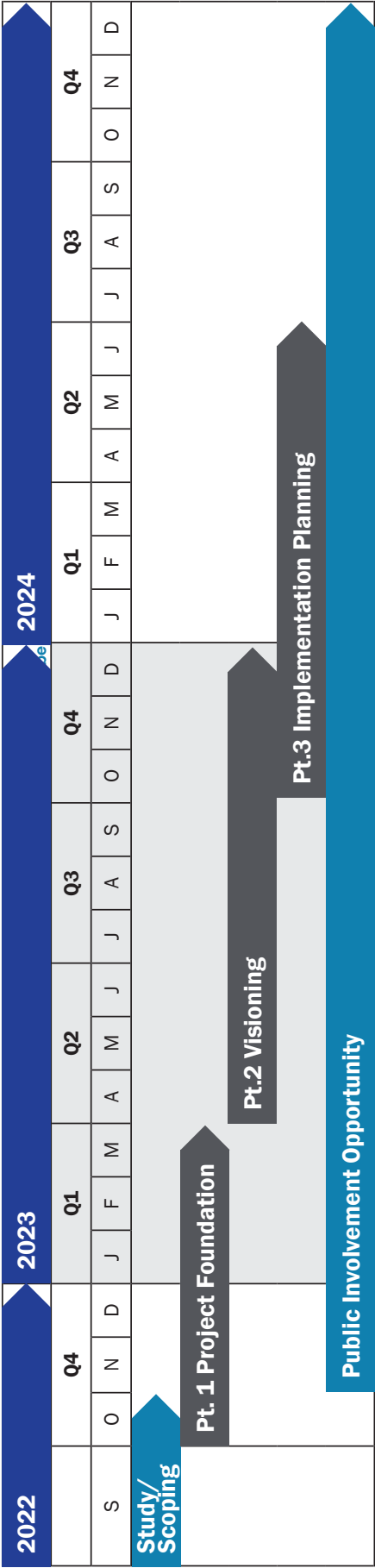
The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

– *FAA Advisory Circular 5070-6B, Airport Master Plans*

MASTER PLAN PROCESS OVERVIEW



MASTER PLAN SCHEDULE



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

SUSTAINABILITY



EONS



Airports Council International–North America (ACI-NA) defines airport sustainability as “a holistic approach to managing an airport so as to ensure the integrity of the economic vitality, operational efficiency, natural resource conservation and social impact (EONS) of the airport.” ACI-NA includes operational efficiency as a key component of sustainability for airports.

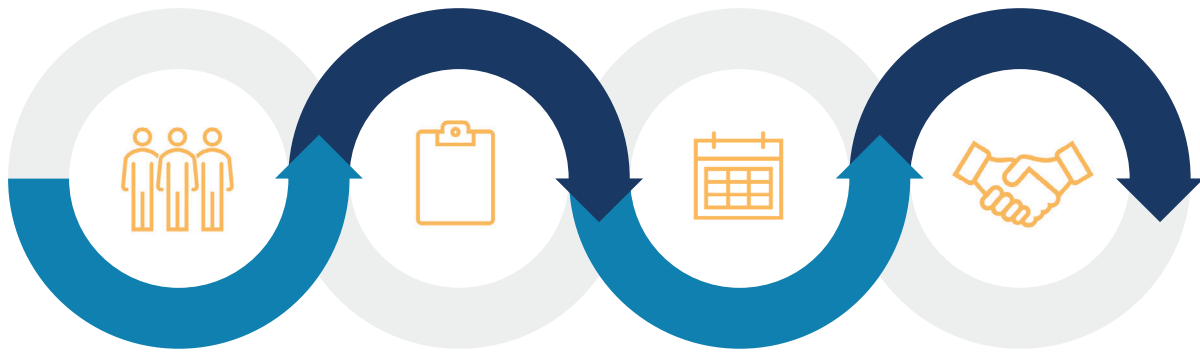
‘E’ in EONS is addressed through the fiscal sustainability and operational efficiency goals.

‘O’ in EONS is addressed through the safety, efficiency, and land management goals.

‘N’ in EONS is addressed through the environmental sustainability, resilience, and efficiency goals.

‘S’ in EONS is addressed through the communication, and environmental sustainability goals.

PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

EMAIL LIST

Sign-up to receive updates on project progress

PUBLIC OPEN HOUSES

Regular updates on master plan progress

PROJECT WEBSITE

Project information sharing online

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

WORKING GROUP

Tenants, community councils, and other organizations

SOCIAL MEDIA

Follow the airport on social media for project updates

TRIBAL OUTREACH

We will invite engagement by leadership of local Tribes



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met.



Tell us what you think! Please provide feedback on the following posters.



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Safety

GOAL

Maintain or enhance the safe operation of the Airport

OBJECTIVES

- Plan airfield facilities including taxiways and runways that meet established design and operational standards and best industry practices
- Plan to provide safe, secure access to the Air Operations Area
- Plan terminal and landside facilities that meet current safety and security standards and consider the unique needs of Alaska's operating environment and travelers



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Efficiency

GOAL

Maintain or enhance the efficient operation of the Airport

OBJECTIVES

- Consider ANC's role in the Alaska International Airport System (AIAS)
- Use existing infrastructure to meet future demand when possible
- Accommodate aircraft operational demand and aircraft fleet mix changes
- Accommodate passenger demand
- Accommodate air cargo demand
- Support convenient travel between Anchorage and Alaska's other communities
- Modernize aging and analog systems
- Plan passenger facilities that can flexibly accommodate high summer peak travel demand
- Consider airport roadway capacity, design, and signage for both:
 - Travelers accessing the terminal
 - Tenants and commercial transportation companies
- Airport parking should meet demand and be easy to find for both:
 - short-term meeters/greeters and travelers
 - employees at the terminal and at tenant sites
- Provide convenient access to public transportation (city buses, charter buses, taxis, and ride services)



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Environmental Sustainability

GOAL

Minimize the impact of airport development through environmental awareness

OBJECTIVES

- Document the airport's environmental setting
- Seek opportunities to minimize unavoidable environmental impacts
- Consider and minimize noise levels in and around the Airport
- Document the presence of per- and polyfluoroalkyl substances (PFAS) and follow best practices for planned development
- Document opportunities to support energy-efficient equipment, such as electric ground service equipment
- Evaluate growing demand for electric, zero-emission vehicles
- Evaluate infrastructure to provide vehicle charging facilities
- Seek opportunities to enhance the Airport's energy efficiency and reduce greenhouse gas emissions



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Fiscal Sustainability

GOAL

Maintain the long-term fiscal sustainability of the Airport

OBJECTIVES

- Maximize business through evaluation of revenue generation opportunities
- Consider the cost of planned projects against potential savings (e.g., benefit-cost analysis)
- Plan for land use that enhances lease revenue and supports Airport operations
- Capitalize on opportunities for growth in cargo transfer operations
- Plan facilities that accommodate growing e-commerce and just-in-time shipping by air



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Land Management

GOAL

Facilitate long-term Airport development through strategic land management planning

OBJECTIVES

- Document existing land uses and lease durations
- Prioritize land uses that promote and support aviation activity
- Communicate the Airport's development vision
- Provide clear rationale for lease negotiation and decision-making
- Promote the highest and best use of property with sensitivity to the Airport's proximity to residential areas
- Consider land use compatibility and development recommendations proposed in the West Anchorage District Plan and MOA 2040 Land Use Plan



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Communication

GOAL

Engage and inform stakeholders through open communication

OBJECTIVES

- Build stakeholder trust through regular, open communication and collaboration
- Provide opportunities for stakeholders to engage
- Document how stakeholder feedback is considered in decision-making
- Describe the Airport's relationship with FAA and the State of Alaska and how the relationship affects the Airport's decision-making authority



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Resilience

GOAL

Minimize impact of operational interruptions and disruptions

OBJECTIVES

- Evaluate facilities relative to future climate scenarios (e.g., runway length, increased temperatures, etc.)
- Plan facilities to withstand potential disruptions and to maintain operational readiness (e.g., provide sufficient snow storage and consider future changes to weather)
- Plan facilities with airport user needs in mind (e.g., consider how people may be protected from weather in the event of a terminal evacuation)
- Consider geopolitical impacts including airspace closures and changes in trade



ANC MASTER PLAN

COMMENT STATION

Please share your thoughts with us, specifically on the Goals & Objectives. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update

Welcome to the first ever accurate Virtual Open House for the May 31, 2023, Anchorage International Airport Kiosk Meeting.

The purpose of this virtual open house is to share the materials that were presented at the May 31, 2023, In-person open house. This online platform is open from May 31 to June 10, 2023. Your feedback is important to us! Please leave a comment on our website at anpmp.com.



Welcome

Welcome to the Anchorage Master Plan Virtual Open House. The purpose of this virtual open house is to share the materials that were presented at the May 31, 2023, In-person open house. This online platform is open from May 31 to June 10, 2023. Your feedback is important to us! Visit the Contact us section of this meeting to leave your feedback.

What is an airport master plan?

The Federal Aviation Administration (FAA) recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport's long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2002 to 2004. Since then, many changes have occurred that merit a new Master Plan Update. Of note, the Alaska and world economies have been hit hard by the COVID-19 pandemic, which has impacted cargo traffic. In Alaska, a prolonged recession impacted the local and state economies. The COVID-19 pandemic drastically altered travel patterns for several years, but they appear to be recovering to near normal passenger levels. Tourism in Alaska continues to grow.

Master Plan Process Overview

1. Study Design

We review previous studies to develop a well-defined project approach that follows FAA guidance.

2. Vision, Goals & Objectives

Goals and objectives for the Master Plan Update are defined.

3. Aviation Forecast

Using feedback from the major airline stakeholders, develop an Aviation Forecast of projections for passengers, cargo, and operations at ANC Airport. The forecast will include insight on future activity and will be presented to the public after the plan is accepted by FAA.

4. Inventory

Update any changes that have occurred since the previous master plan update. Airport staff, tenants, and stakeholders help identify changes in the existing conditions.

5. Facility Requirements

Facility requirements are primarily determined by technical analysis of existing facility data relative to forecast demand. For this Master Plan Update, facility requirements will rely upon demand-level trigger points to establish a need for additional throughput capacity. A trigger point is the point at which throughput exceeds an established facility capacity, degrading facility performance or level of service and triggering a need for an improved or expanded facility. This stands in contrast to using a calendar to establish a timeline for facility improvements.

6. Alternatives Development & Evaluation

Prepare conceptual development plans for meeting the established facility requirements. Typically, several solutions or alternatives are conceived to meet future facility needs.

The alternatives are screened using evaluation criteria to identify those that best meet the Airport's needs. Multiple alternatives are then refined and combined to more fully address airport needs and evaluation criteria and move forward.

7. Final Master Plan Report

The facilities implementation Plan provides recommendations on how to implement the Master Plan Update and the preferred alternative. This often includes a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. To-scale Airport drawings that make up the AUP will be updated, depicting proposed developments that make up the selected alternative.

Master Plan Update conditions, findings, and development plans will be documented in a draft and a final report. The report will include a summary of public involvement activities and outcomes. The report will also include a financial feasibility analysis for identified Airport improvements. The final report will be published and made available to the public.

Master Plan Schedule

The Master Plan Update is anticipated to take roughly 24 months to complete, with a final completion date of December 2024. The schedule may change. The best way to stay up to date is to sign up for email updates.

Public Involvement Plan

The Public Involvement Plan identifies the steps in the Master Plan Update process and explains how public input can shape the plan. At each key decision point, the Master Plan Update project team and the Airport will solicit public input prior to the Airport making a decision.

Public Meetings will be held at each of these key points in the decision-making process:

1. Goals & Objectives/Inventory
2. Forecast
3. Facility Requirements & Draft Alternatives
4. Final Report

Advisory Committees

The Airport is convening two advisory committees comprised of airline professionals and community leaders. The purpose of the Airline Advisory Committee and the Working Group is to provide information and guidance on specific aspects of Master Plan Update development and to inform the decision-making process.

Online

Visit us online to sign up for email updates, review materials, leave a comment, or reach the team.

Sustainability

Airports Council International-North America (ACI-NA) defines airport sustainability as "a holistic approach to managing an airport so as to ensure the integrity of the economic vitality, operational efficiency, natural resource conservation and social impact (EONS) of the airport." ACI-NA includes operational efficiency as a key component of sustainability for airports.

"E" in EONS is addressed through the fiscal sustainability and operational efficiency goals.

"O" in EONS is addressed through the safety, efficiency, and land management goals.

"N" in EONS is addressed through the environmental sustainability, resilience, and efficiency goals.

"S" in EONS is addressed through the communication, and environmental sustainability goals.

Sustainability themes are incorporated into the Master Plan Update process and are foundational to the Master Plan Update purpose: to prepare a responsible development plan to meet future aviation demand.

Goals and Objectives Draft

The goals and objectives (GOs) will be used to evaluate alternative actions for meeting the primary purpose of the Master Plan Update: evaluating the best course of action for Airport development to meet future aviation demand.

Safety: Maintain or enhance the safe operation of the Airport

Efficiency: Maintain or enhance the efficient operation of the Airport

Environmental Sustainability: Minimize the impact of airport development through environmental awareness

Fiscal Sustainability: Maximize the long-term fiscal sustainability of the Airport

Land Management: Facilitate long-term Airport development through strategic land management planning

Communication: Engage stakeholders through open communication

Resilience: Minimize impact of operational interruptions and disruptions

The following draft goals were identified at the project's outset in a staff and airport leadership workshop and are modestly evolved from the prior Master Plan. Project goals are broad statements about what the Airport hopes to achieve through the Master Plan Update process.

G&O 1. Safety

Goal: Maintain or enhance the safe operation of the Airport

Objectives:

- Plan certified facilities including taxiways and runways that meet established design and operational standards and best industry practices
- Plan to provide safe, secure access to the Air Operations Area
- Plan terminal and landside facilities that meet current safety and security standards and consider the unique needs of Alaska's operating environment and travelers

The Master Plan Update will prioritize and consider safety in every aspect of facility planning. The Airport operates safely today, and the Master Plan Update will seek to ensure that the Airport's safe operation is maintained or enhanced with any recommended development.

G&O 2. Efficiency

Goal: Maintain or enhance the efficient operation of the Airport

Objectives:

- Consider ANC's role in the Alaska International Airport System (AIAS)
- Use existing infrastructure to meet future demand when possible
- Accommodate enroute operational demand and enroute fleet mix changes
- Accommodate passenger demand
- Support convenient travel between Anchorage and Alaska's other communities
- Modernize cabling and analog systems
- Plan passenger facilities that can flexibly accommodate high summer peak travel demand
- Consider airport roadway capacity, design, and signage for both
 - travelers accessing the terminal
 - tenants and commercial transportation companies
- Airport parking should meet demand and be easy to find for both:
 - short-term visitors/guests
 - employees at the terminal and at tenant sites
- Provide convenient access to public transportation (city buses, charter buses, taxis, and ride services)

The purpose of an airport master plan, as provided by the FAA, is to plan future development to ensure that the airport can meet future aviation demand. Future demand may include growth in airplane operations or passenger and can also result in changes in airplane operations and passenger behavior. The master plan must consider how these changes will impact the airport and identify development that will enable the airport to continue operating with minimal delays or inconveniences for airport users.

G&O 3. Environmental Awareness

Goal: Minimize the impact of airport development through environmental awareness

Objectives:

- Document the airport's environmental setting
- Seek opportunities to minimize unavoidable environmental impacts
- Consider and minimize noise levels in and around the Airport
- Document conformance with EPA's Effluent Guidelines
- Document the presence of per- and polyfluorinated substances (PFAS) and follow best practices for planned development
- Document opportunities to support energy-efficient equipment, such as electric ground service equipment
- Include growing demand for electric, zero-emission vehicles
- Facilitate infrastructure to provide vehicle-charging facilities

The Master Plan Update outlines the Airport's role and responsibilities regarding addressing federal, state, and local environmental regulations. An environmental inventory, as well as high-level analysis of potential environmental impacts of the Airport's current and future operation and facilities, are undertaken to address this goal.

G&O 4. Fiscal Sustainability

Goal: Minimize the long-term fiscal sustainability of the Airport

Objectives:

- Maximize business through evaluation of revenue generation opportunities
- Consider the cost of planned projects against potential savings (e.g., benefit-cost analysis)
- Plan for land uses that enhances lease revenue and supports Airport operations
- Identify the feasibility of growth in cargo transfer operations to strengthen ANC's necessity in trans-Pacific air cargo
- Plan facilities that accommodate growing e-commerce and just-in-time shipping by air

Fiscal sustainability promotes planning of Airport improvements that allow the Airport to meet future demand affordably. The Master Plan Update includes assessment of the Airport's financial capacity and will prioritize planned projects based on need and funding opportunity.

G&O 5. Land Management

Goal: Facilitate long-term Airport development through strategic land management planning

Objectives:

- Document existing land uses and lease durations
- Prioritize land uses that promote aviation activity to realize maximum revenue generation (e.g., a tenant that leases land and generates aviation activity also provides landing fee revenue)
- Communicate the Airport's development vision
- Provide clear rationale for lease negotiation and decision-making
- Promote the highest and best use of property with sensitivity to the Airport's proximity to residential areas
- Consider land use compatibility and development recommendations proposed in the West Anchorage Development Plan and ANC 2040 Land Use Plan

Strategic land management is a process to evaluate the Airport's existing land and assess the highest and best use for limited land resources. In some cases, the result identifies land assets for targeted development. In other cases, the result identifies land assets for preservation to enable the Airport's future improvement.

G&O 6. Communication

Goal: Engage stakeholders through open communication

Objectives:

- Build stakeholder trust through regular, open communication and collaboration
- Provide opportunities for stakeholders to engage
- Document how stakeholder feedback is considered in decision-making
- Document the Airport's relationship with FAA and the State of Alaska and how the relationship affects the Airport's decision-making authority

The Airport is a vital transportation and economic asset for the state of Alaska. Its continued operation is essential. The Master Plan Update must document and communicate the Airport's importance and why its continued improvement is necessary. Likewise, the Master Plan Update is an opportunity for a wide range of stakeholders to participate in the planning process to communicate how they are impacted, both positively and negatively, by the Airport and its operation. This goal helps the Master Plan Update promote effective dialogue between the Airport and stakeholders.

G&O 7. Resilience

Goal: Minimize impact of operational interruptions and disruptions

Objectives:

- Evaluate facilities relative to future climate scenarios (e.g., runway length, increased temperatures, etc.)
- Plan facilities to withstand potential disruptions and to maximize operational resilience (e.g., provide sufficient snow storage and consider future changes to weather)
- Plan facilities with airport user needs in mind (e.g., consider how people may be protected from weather in the event of a terminal evacuation)
- Consider geological impacts including airspace closures and changes in state

Airports can be impacted by both acute and chronic events such as severe weather, volcanic eruptions, security breaches, sea level rise, and aging infrastructure. The Master Plan should consider how existing facilities can be enhanced to enable recovery that minimizes disruptions and allows the facility to reach appropriate capacities within desired timelines. The Plan should also consider how new facilities can be planned to address future changes and potential challenges to ensure its overall resilience in the long term.

Comments

Please share your thoughts with us, specifically on the Goals & Objectives. These are foundational for future work, so it is essential to hear from you.

Ways to Comment:

- Fill out a comment sheet
- Email us at info@anpmp.com
- Fill out our comment form online at www.anpmp.com
- Call the project hotline at 907-268-3056 and leave a voicemail

Ted Stevens Anchorage International Airport Master Plan Update FAQ

The logo for Ted Stevens Anchorage International Airport (ANC) features the letters "ANC" in a bold, white, sans-serif font. To the right of the letters is a stylized white arrow pointing to the right, which also forms part of the letter "C". The logo is set against a dark blue background.

- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

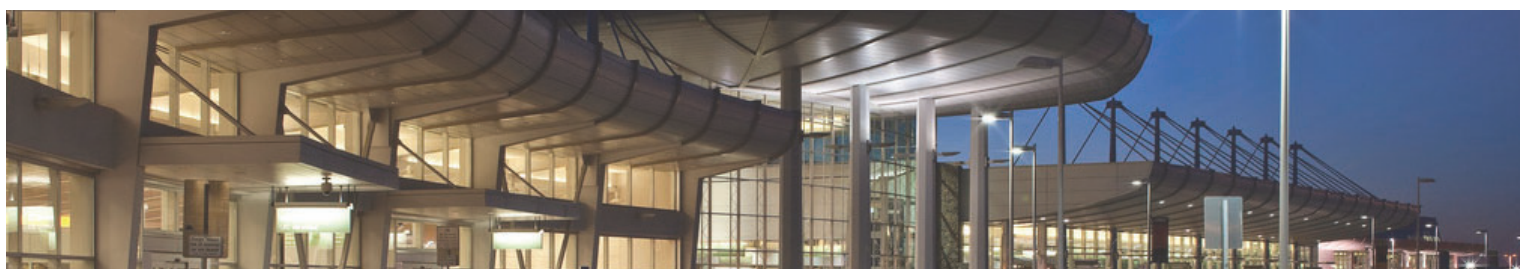
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

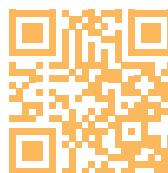
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



Contact

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Katherine Wood
Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) is in need of a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.



Contact

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Katherine Wood, Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Public Involvement Program (PIP)

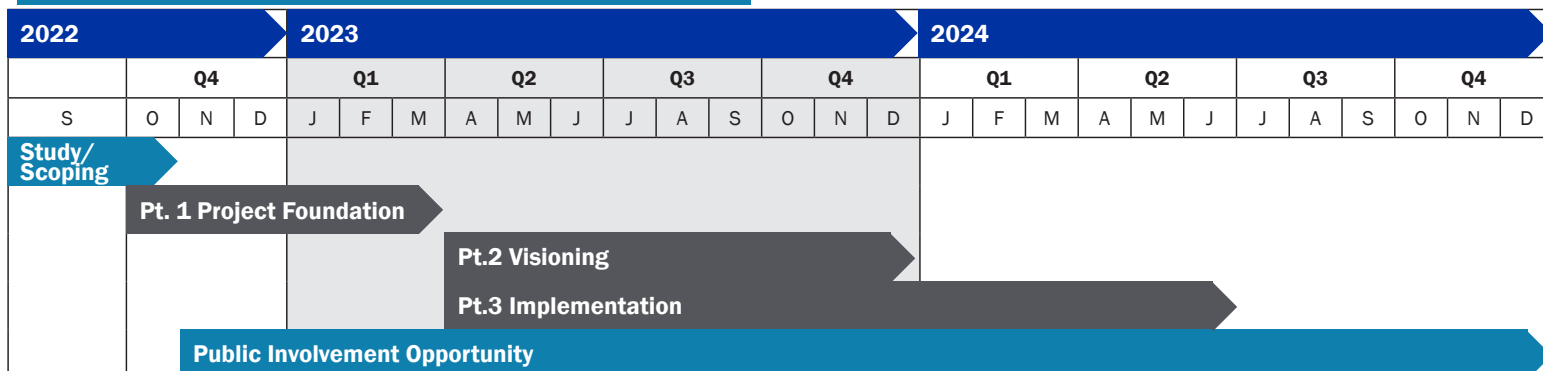
In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions that could affect their lives and believes that public input will help make the Master Plan Update a success. Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.

Schedule

The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.





Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Contact Us

Questions? Comments?

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Email Announcement

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Join
Us!



Anchorage Airport Master Plan Update Public Meeting Notice



Join Us!

Ted Stevens Anchorage International Airport (ANC) is initiating a Master Plan Update.

The Master Plan will guide future airport development. You are invited to a public meeting to meet the project team and learn about the master planning process.



Public Meeting

Wednesday, May 31, 2023

5:30 - 7:30 PM with a presentation at 5:45 PM

The Lakefront Anchorage Hotel

(Lake Spenard Room)

4800 Spenard Rd.

Anchorage, AK 99517



Can't make the meeting?

Visit us online from May 31 - June 13 for a virtual open house.



Join our Email list!

To receive future updates, please sign up for the emails on our website: ancmpu.com



Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

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State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee Meeting

State of Alaska GovDelivery

Social Media Posts



May 31, 2023
5:30 PM – 7:30 PM
Presentation at 5:45 PM



The Lakefront Hotel
(Lake Spenard Room)
4800 Spenard Rd
Anchorage, AK 99517

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Cualquier persona que requiera una ayuda o servicio auxiliar para una comunicación efectiva, o una modificación de las políticas o procedimientos para participar en un programa, servicio o actividad del Aeropuerto Internacional Ted Stevens de Anchorage, debe ponerse en contacto con Katherine Wood llamando al 907-644-2153 o escribiendo a katherine.wood@hdrinc.com tan pronto como sea posible, pero no más tarde de 48 horas antes del evento programado. El DOT&PF / ANC realiza programas federales sin distinción de raza, color, origen nacional, sexo, religión, edad o discapacidad para servicios públicos y oportunidades de empleo.

O so'o se tasi e manaomia se fesoasoani po'o se auunaga mo le lelei o fesoata'iga, po'o le suia o tulafono, po'o ta'iala ina ia mafai ona faisao i se polokalame, auunaga, po'o gaoioiga fai a le Ted Stevens Anchorage International Airport, e tatau ona faafesoata'i Katherine Wood 907-644-2153 po'o katherine.wood@hdrinc.com i le vave e tatau ai ae aua ne'i silia ma le 48 itula a'o le'i amata le fuafuaga ua faatulagaina. O le DOT&PF / ANC na te faatinoina Polokalame a le Fetotala e auunaga ma le faailoaga ituaiga, lanu, tupuaga moni, itupa, tapuaiga, tausaga, po'o le le'atoatoa o le malos (disability) i auunaga mo le lautele ma avanoa faigaluega.

Sinumpang nangangailangan ng auxiliary na tulong o serbisyo para sa mabisang komunikasyon, o ng pagbabago sa mga patakaran o paraan ng pakikilahok sa isang programa, serbisyo, o aktibidad sa Ted Stevens Anchorage International Airport, makipag-ugnayan kaagad kay Katherine Wood sa 907-644-2153 o sa katherine.wood@hdrinc.com nang hindi lalampas sa 48 oras bago ang nakaiskedyul na kaganapan. Pinapatakbo ng DOT&PF / ANC ang mga Programang Pederal sa mga pampublikong serbisyo at pagkakataon sa trabaho nang walang diskriminasyon sa lahi, kulay, bansang pinagmulan, kasarian, relihiyon, edad, o kapansanan.

ANC

Master Plan Update / Actualización del plan maestro / Fuafuaga'Autū Faafoou / Update ng Master Plan

Public Meeting / Reunión pública / Fono ma le Lautele / Pampublikong Pagpupulong

The Anchorage Airport is beginning a master plan update. Join us at a public meeting to learn more.

El aeropuerto de Anchorage está empezando a actualizar su plan maestro. Acompáñenos a una reunión pública para obtener más información.

Ua amata e le Malaevaalele a Anchorage se fuafuaga 'aut o le faafouga. Faamolemole faatasi ma matou i le fono ma le lautele ina ia silafia atili ai.

Sinisimulan na ng Paliparan sa Anchorage ang pag-update sa master plan. Samahan kami sa isang pampublikong pagpupulong para matuto pa.

Can't make the meeting? Visit us online from May 31 - June 13 for a virtual open house.

¿No puede asistir a la reunión? Visítenos en línea del 31 de mayo al 13 de junio para una jornada virtual de puertas abiertas.

E faapefea pe a le mafai ona ou auai i le fono? Asiasi iai i luga o laina faakomupiuta mai iā Me 31 - luni 13 mo se talanoaga.

Hindi makakapunta sa pagpupulong? Bisitahin kami online mula Mayo 31 - Hunyo 13 para sa isang virtual na open house.

ancmpu.com



Anchorage Airport Master Plan Update Public Meeting Notice



Join us!
Wednesday, May 31, 2023

To receive future updates, please sign
up for the emails on our website:



ancmpu.com

Anchorage Airport Master Plan Update
C/O HDR
582 E 36th Avenue, Suite 500
Anchorage, AK 99503

Ted Stevens Anchorage International Airport (ANC) is initiating a Master Plan Update. The Master Plan will guide future airport development.

You are invited to a public meeting to meet the project team and learn about the master planning process.



Scan me with your smart phone to visit the project website.
ancmpu.com

Public Meeting Details



Wednesday, May 31, 2023
5:30 PM to 7:30 PM
Presentation at 5:45 PM



The Lakefront Hotel
(Lake Spenard Room)
4800 Spenard Rd
Anchorage, AK 99517

Can't make the meeting?

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May 31-June 13, 2023 for a virtual open
house.



Questions or comments?

Katherine Wood, Public Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com



Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 100579 HDR Alaska, Inc
2525 C STREET STE 500, ANCHORAGE, AK 99503

Order #: W0038103

Cost: \$112.1

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the afore-said place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

05/11/2023

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Lisi Misa

Subscribed and sworn to before me
this 12th day of May 2023.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

Anchorage Airport Master Plan Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

The meeting will be held at the Lake Front Hotel in the Lake Spenard Room located at 4800 Spenard Road, Anchorage, AK 99517 from 5:30 PM to 7:30 PM with a presentation beginning at 5:45 PM. Can't make the meeting? Visit us online at ancmpuonline.com from May 31-June 13 for a virtual open house. To receive future updates, please sign up for the emails on our website at ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities

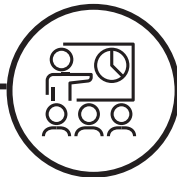
Pub: May 11, 2023



Anchorage Airport Master Plan Update

Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.



Public Meeting Details

Wednesday, May 31st, 2023 | 5:30 – 7:30 P.M.

Presentation at 5:45 P.M.

The Lakefront Hotel (Lake Spenard Room)

4800 Spenard Rd

Anchorage, AK 99517



Virtual Open House Details

Can't make the meeting? Visit us online from

May 31-June 13 for a virtual open house.



Sign up for Updates!

To receive future updates, please sign up for the emails on our website at ancmpu.com.

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 100579 HDR Alaska, Inc
2525 C STREET STE 500, ANCHORAGE, AK 99503

Order #: W0038182

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STATE OF ALASKA
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05/14/2023

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Adam Garrigus

Subscribed and sworn to before me
this 15th day of May 2023.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

Anchorage Airport Master Plan
Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

The meeting will be held at the Lake Front Hotel in the Lake Spenard Room located at 4800 Spenard Road, Anchorage, AK 99517 on May 31st, 2023 from 5:30 PM to 7:30 PM with a presentation beginning at 5:45 PM. Can't make the meeting? Visit us online at ancmpuonline.com from May 31-June 13 for a virtual open house. To receive future updates, please sign up for the emails on our website at ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Pub: May 14, 2023

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024



Anchorage Airport Master Plan Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

Wednesday, May 31, 2023 from 5:30 - 7:30 PM
Presentation at 5:45

The Lakefront Hotel (Lake Spenard Room)

Click this ad for more information!

To receive future updates, please sign up for the emails on our website at ancmpu.com



Anchorage Airport Master Plan Update

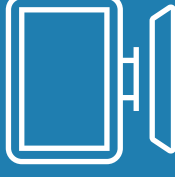
Public Meeting Notice

Public Meeting

Wednesday, May 31 from 5:30 PM to 7:30 PM

Presentation at 5:45 PM

The Lakefront Hotel (Lake Spenard Room)
4800 Spenard Rd Anchorage, AK 99517



Can't make the meeting?

Visit us online from

May 31 to June 13 for a virtual
open house at ancmpu.com.

To receive future updates, please sign
up for the emails on our website:
ancmpu.com





Anchorage Airport Master Plan Update Public Meeting Notice

Wednesday
May 31, 2023

Lakefront Hotel
(Lake Spenard Room)

Meeting from
5:30 PM to 7:30 PM

Presentation at
5:45 PM

Visit ancmpu.com for meeting details and more information.



Anchorage Airport Master Plan Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

PUBLIC MEETING DETAILS

Wednesday, May 31, 2023

5:30 PM to 7:30 PM

Presentation at 5:45

**The Lakefront Hotel
(Lake Spenard Room)
4800 Spenard Rd
Anchorage, AK 99517**

CAN'T MAKE THE MEETING?

Visit us online from

**May 31 - June 13 for a virtual open
house at ancmpu.com**

**To receive future updates,
please sign up for the emails
on our website:**



ancmpu.com



Anchorage Airport Master Plan Update Public Meeting Notice

Wednesday
May 31, 2023

Lakefront Hotel
(Lake Spenard Room)

Meeting from
5:30 PM to 7:30 PM

Presentation at
5:45 PM

To receive future updates, please sign up
for the emails on our website:

ancmpu.com





Anchorage Airport Master Plan Update Public Meeting Notice

**Wednesday
May 31, 2023**

**Lakefront Hotel
(Lake Spenard Room)**

**Meeting from
5:30 PM to 7:30 PM**

**Presentation at
5:45 PM**

Public Meeting for the ANC Master Plan Update scheduled for Wednesday, May 31st, 2023, at 5:30 p.m.

Ted Stevens Anchorage International Airport (ANC) is initiating a Master Plan Update. The Master Plan will guide future airport development. You are invited to a public meeting to meet the project team and learn about the master planning process scheduled for **Wednesday, May 31, 2023, at 5:30 p.m. at The Lakefront Anchorage Hotel**, located at **4800 Spenard Rd, Anchorage, AK 99517**.

Date: Wednesday, May 31, 2023

Time: 5:30 PM to 7:30PM

Location: The Lakefront Anchorage Hotel, 4800 Spenard Rd, Anchorage, AK 99517

Can't make the meeting? Visit us online from May 31-June 13 for a virtual open house.

To receive future updates, please sign up for the emails on our website: www.ancmpu.com

If you have any questions or require additional information, please contact:

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, creed, age, or disability in public services and employment opportunities.

To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at (907) 644-2153 or info@ancmpu.com or Alaska Relay at telephone number: 711. Requests should be made at least 5 days before the accommodation is needed make any necessary arrangements.

Attachments, History, Details

Attachments

None

Revision History

Created 5/12/2023 2:40:41 PM by camcdowell

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage, Statewide, (ANC) Ted Stevens Anchorage International Airport
Project/Regulation #:	
Publish Date:	5/12/2023
Archive Date:	5/31/2023
Events/Deadlines:	

Notice of Anchorage Airport Master Plan Update Committee Meeting

Notice of Anchorage Airport Master Plan Update Committee Meeting

(Open to the public)

The Anchorage Airport is hosting the first Master Plan Update advisory committee meeting on Wednesday, May 31, 2023, from 3:00 p.m. to 5:00 p.m. at The Lakefront Anchorage Hotel (4800 Spenard Rd.)

Anchorage, AK 99517).

Information about the Master Plan is now available on our website: <http://www.ancmpu.com/>

For more information, please contact:

Katherine Wood, at

(907) 644-2153 or

info@ancmpu.com

Attachments, History, Details

Attachments

None

Revision History

Created 5/16/2023 11:39:24 AM by jaduvall

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	
Publish Date:	5/16/2023
Archive Date:	5/16/2024
Events/Deadlines:	

From: [Ted Stevens Anchorage International Airport](#)
To: [Wood, Katherine](#)
Subject: ANC Master Plan Update Advisory Committee Meeting scheduled for Wednesday, May 31st, 2023, at 3:00 p.m.
Date: Wednesday, May 17, 2023 9:56:38 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Public Notice

ANC Master Plan Update Advisory Committee Meeting scheduled for Wednesday, May 31st, 2023, at 3:00 p.m.

Ted Stevens Anchorage International Airport (ANC) is hosting the first Master Plan Update advisory committee meeting. The Master Plan will guide future airport development. The meeting is open to the public Wednesday, May 31, 2023, at 3:00 p.m. at The Lakefront Anchorage Hotel, located at **4800 Spenard Rd, Anchorage, AK 99517**.

Date: Wednesday, May 31, 2023

Time: 3:00 PM to 5:00 PM

Location: The Lakefront Anchorage Hotel, 4800 Spenard Rd, Anchorage, AK 99517

To receive future updates, please sign up for the emails on our website: www.ancmpu.com

If you have any questions or require additional information, please contact:

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, creed, age, or disability in public services and employment opportunities.

To file a complaint go to: dot.alaska.gov/cv/lrts/titlevi.shtml

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at (907) 644-2153 or info@ancmpu.com or Alaska Relay at telephone number: 711. Requests should be made at least 5 days before the accommodation is needed make any necessary arrangements.

The actual Public Notice can be found online at:

<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=211135>



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This email was sent to katherine.wood@hdrinc.com using GovDelivery Communications Cloud on behalf of: Alaska Department of Transportation & Public Facilities - PO Box 112500 - Juneau, AK 99811 - 907-465-3900





Alaska Department of Transportation & Public Facilities

May 15, 2023 · 🌐



✈️ [#ANCMasterPlan](#) The Anchorage International Airport is beginning a master plan update. Please join us at an in-person public meeting to learn more on Wednesday, May 31, 2023, 5:30 PM to 7:30 PM with a presentation at 5:45 PM. Lakefront Hotel (Lake Spenard Room), 4800 Spenard Rd., Anchorage, AK 99517. The project team will be available to answer questions and share updates via posters.

Can't make the meeting? Visit us online from May 31-June 13 for a virtual open house.

To receive future updates, please sign up for the emails on our website: www.ancmpu.com

[#KeepAlaskaMoving](#)



Ted Stevens

Anchorage International Airport

Anchorage Airport Master Plan Update Public Meeting Notice

Wednesday May 31, 2023

5:30 to 7:30 PM

Presentation at 5:45 PM

The Lakefront Hotel (Lake Spenard Room)

4800 Spenard Rd

Anchorage, AK 99517



5

2 shares



Like



Comment



Share



Comment as Pearl-Grace Pantaleone





Ted Stevens Anchorage International Airport ✓

May 23 · 🌐



Have your say in the future of ANC! The Anchorage International Airport is holding a fourth and final public meeting and online open house to discuss the ANC Master Plan. Details in the event below:

THINGS TO DO:



**ANCHORAGE AIRPORT MASTER PLAN UPDATE
FINAL PUBLIC MEETING AND
ONLINE OPEN HOUSE**

WEDNESDAY, MAY 29, 2024

DETAILS BELOW



Wed, May 29

Ted Stevens Anchorage International Airport (ANC) Master Plan Update Final Public Meeting and Online

Coast Inn at Lake Hood
14 people interested

☆ Interested



2



Like



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Comment as Pearl-Grace Pantaleone



Attachment E

Meeting Results

Sign-In Sheet

Committee Meeting Notes

Public Meeting Notes

Title IV Reports

Sign-In Sheet
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Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
ESTHER J. COX	esthercox@alaskalife.net	600 W - 76 th Ave # 407 Anch 99518	F	W
Donna Chervier	donna.chervier@gmail.com	2040 Shepherdia Dr.	F	W
JOE P. SCHLICKER		2241 Roming Plt 305 Anch 99503 AK	F	W
FRED STAUBER	FREDSTOWING@YAHOO.COM	4315 BEECHCRAFT DR 99517	M	
Carol Eaton	carolbennettatton@yahoo.com	2952 Madison way, Anchorage 99508	F	W
Andry K.			M	
David Skieren	dskieren@Alaska.org		M	W
Elizabeth Tabor	btoobaresmail.com	656 Cuddy Sault, 99502	F	W
Bernice Davis	bjdavis@gci.net	Spokane	F	W
Tracy Anna Tabor	tracyanna@mac.com	South Anchorage	F	
Lynn Ragle	lynn.ragle@gmail.com	4133 Raspberry Rd	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (NA), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Judy Robinson	jdelwak@gmail.com	#10 Box 241125 Anchorage AK 99524	F	W
Brian Blazon	brianblazon@gmail.com	2422 E. 52nd Ave Anchorage 99507	M	W
Gayle Erickson	gayle1947@gmail.com	2203 Jefferson Ave 99517	F	Human
OZ KEMPALL	wizand@gmail.com	831 Berry Pkwy		
Clyde Kaveshiro	yckv2010@yahoo.com	6331 Airport Road 99502	M	
Jeff & Jeanne Lucas	jeff.lucas1@gmail.com	1565 Cutty Sark St. Anchorage AK 99502		
Steve & Kelly Baxter	bbs562@hotmail.com	906 West 53rd Ave Anchorage, AK 99518		
Maureen C. Portola	mporhol9912000@gmail.com	3914 W 84th Ave Anchorage AK 99502	M	W
Barry Hutchins	BHutchins@gmail.com	3305 Mt Vernon	M	W
Muse Gaur	delacruz@gmail.com	6828 Lowell Cir	F	
Lex Yelverton	lex.yelverton@gmail.com	1513 Kinnikinnick St	F	

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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kevin K. Jensen	k2k@seawood.com	3302 Strandberg Rd, Anchorage AK 99502		
Jim Montgomery		4124 Westwood Dr		
Bob Butera	buttera@cei.net	2420 Juneau St 99508		
Walter P. Harker	STARPLITE@att.net	PO Box 824 DILLINGHAM AK 99574	W/F	W
Earl Edgmon	edgmon.y.edgmon@gmail.com	P.O. Box 84 Dillingham 99574		
Michele Bowen	michelebowen@gmail.com	5413 Sandhill loop Anch AK 99502	F	W
PATRICK STANLEY	PSMAPLEMIESTER@FANOO.COM	6644 LAKEWAY DR		
Robert Shipley		A.W.C.	M	W
Karen Merkle	Merkle.km@gmail.com	3330 Dobt Dr 99512	F	W
Susan Barnett	susanbarnett@pewjennett@gmail.com	6650 Lakeway Dr.	F	W
Gerrit Anke		6020 Blackberry 15C	M	W

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Sign-In Sheet
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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Lynn Dixon/Charles Arnold	dixon=lynn@yahoo.com	6320 Lost Circle 99502	F	W
Jim FREDENHAGEN	takecare@alaska.com	2720 VALLEY FOREST CIR. 99502	M	W
JOHN LEVY	johnlevy97@gmail.com	440 OCEANVIEW DR. 99515	M	W
Melody Nibsch		8741 Beachwood Dr. 99502	F	W
Peggy Labey	Peggy@cs.ci.ut	7882 Gate Creek Dr 99501	K	
Jeremy Kashatok	skataashatok@gmail.com	1513 Kinnickinnick Street	M	
Rick Eiben	reiben2525@gmail.com	4159 Raspberry Rd.	M	W
Lyn Clark		3850 B Lincoln Ellis worth Ct 99517	F	
Elbertha Anter		6020 Blackberry St 99502	F	W
Stan Portals	akstan3000@yahoo.com	3914 W 84th Ave 99502	M	W
Madeline Casper	madelinecasper@gmail.com	740 W 47th Ave 99503	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kim Cunningham	Kimscun@gmail.com	7422 PARK WEST CIR, ANCHORAGE AK 99502		
JOE HANSEN	HANSEN50joe@hotmail.com	3560 NovaCir Anchorage		
Saiko Smith	saismith@qci.net	3440 Orbit Cir Anchorage		
Marilyn Houser	lostinspace@netnet.com	2411 Ingoz St. Anchorage		
John Magnaudet	angie@abcmotorhome.com	3875 Old Int'l Airport Rd. Anch.		
STUART BELSHIE	paradicesunart@yahoo.com	2300 W. TUDOR RD #3 ANCHORAGE, AK. 99517		
Frank Post	FRANK@GCI.NET	8253 SAKLIF ST.		
Minako Hummel	minakoak907@gmail.com	5965 Muirwood DR. Anch AK 99503	F	

Sign-In Sheet
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Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
DAVID LAMBEY		7000 TOWNSEND COURT ANCHORAGE, AK 99502		
Becky Brunk	beckybrunk2017@gmail.com	3745 PINEHURST BLVD ANCHORAGE, AK 99517		
John Wynn	JWynn@NorthStarAlaska.com	4033 Old International Airport Rd Anchorage, AK 99502	M	W
Colleen Maroun	colleen_wm@hotmeil.com	2205 Arcadia Dr Anchorage AK 99517		
Judy Brady	jbrady907@gmail.com	6546 Lakeview Run Anchorage AK 99502	F	
Kent Hampton	KENTHAMPTON@EARTHLINK.NET	6550 LAKEWAY DR. ANCHORAGE AK 99502	M	—
Kathryn Merrill	Kathryn.Merrill@gea.net	9311 Jewel Lake Rd. #102 Anchorage AK 99502	F	W
MATT CLAMAN	Sen.matt.claman@akleg.gov	on file	M	
Don Stuefer		PO Box 11962 Anchorage AK 99511	M	
Beverly Churchill	beverlychurchill51@gmail.com	8022 Seaview St. Unit A Anchorage, AK 99504	F	W

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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Alysa Hodum	Rose52400@gmail.com	740 W 47 th Ave #16 99583	F	
JOHN MEYER	JOHNMEYER42@GMAIL.COM	7008 WARFIELD RD	M	
DANE HUPP	DANE.HUPP@ICLOUD.COM		M	
Russell Cingos	rhgingras@live.com	7075 Weiner Rd Apt 4	M	
Michael Hansmeyer	michael.hansmeyer@stentel.com		M	
Jeff Fenske				
Jennifer Monisti	jmonisti@yahoo.com			
KARLA CARPENTER		4014 Hood Ct	F	
MARC LUKKEN	marc.lukken@mbakintl.com	3821 E. 28 th Ave 99507	M	
Paul Zembay		3819 West 80 th Avenue, ANC	M	
Jan Strandberg	jsspe@hotmail.com	2650 Nathaniel Court	M	

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Meeting Minutes

Project: Anchorage International Airport (ANC) Master Plan Update

Subject: SWG/AAC #1 Meeting Comments

Date: Wednesday, May 31, 2023

Location: The Lakefront Hotel, Grand Ballroom
Anchorage, AK

Attendees:	Craig Campbell, ANC	Robert Kelley, Grant Aviation
	Trudy Wassel, ANC	Joe Zerck, Pegasus Aviation Service
	Teri Lindseth, ANC	Joe Michel, Alaska Trucking Association
	Cristin Jones, ANC	Bill Popp, AEDC
	Evan Pfahler, RS&H	Linda Swiss, Sand Lake Comm. Council
	Peter Maiman, RS&H	Lee Ryan, Ryan Air
	Gareth Hanley, RS&H	Tor Anderzen, USAF
	Katherine Wood, HDR	Craig Lyon, Muni of ANC Planning Dept.
	Amy Burnett, HDR	Marty Bettis, Signature Flight Support
	Alice Rademacher, HDR	Donna Cherrier
	Rory McAllister, HDR	David Brewer, AvAir Pros
		Shawn McWhorther, Nippon Cargo Airlines
		Larna Cotter
		Jon Isaacs, Turnagain Comm. Council
		Roger Emerson, UPS
		Mike Marinelli
		Cathy Gleason, Turnagain Comm. Council
		Tyler Cresswell, Atlas Air
		Robert Auth, Spenard Comm. Council
		Matt Sanders, Sand Lake Comm. Council
		Dan Kinesek, Grant Aviation
		Cody Webb, FAA Air Traffic Control
		Kaji Hagiwara

Introductions & Ground Rules (led by Katherine Wood)

Presentation (by Evan Pfahler)

Presentation Q&A (*Question/comment from the attendees listed first, with response in the intended bullet that follows*)

- How much of what was in the previous master plan has been brought to the new one?
 - This master plan is a new process, so everything is on the table, but things change depending on the market/tourism. It's a dynamic process that changes depending on constantly changing conditions.
- Are helicopter operations regulated at the airport?

- They are, in the same way that fixed wing traffic is regulated.
 - Airports have limited ability to affect aircraft operations once they are in flight. Once the aircraft is in flight, FAA is responsible for regulating the aircraft.
- Are drones allowed around ANC?
 - Yes, but with restrictions like any other type of aircraft. It's not legal to just fly around the airport, but it is allowed with coordination with FAA and a proper license.
- Where does Merrill Field Airport come into this? Is it part of the update? Lake Hood?
 - Merrill Field Airport has a different airport sponsor. This master plan is only for ANC, but other airports in the area have an impact, so they need to work in conjunction with one another. But from a facility perspective, only ANC is included in the Master Plan Update.
 - This Master Plan Update is focused only on ANC. Lake Hood has a separate master plan that has taken place, but it is not included in this one.
- Communication is key. Lots of things are okay about how the airport does business, but there are some areas where we see conflict. This Master Plan Update is a good chance to provide clarity into airport operations.
- Alaska is unique in that some of the Airport's leases are legacy leases that may not generate significant revenue like they would at other large airports, like Chicago O'Hare International Airport. Do you take that into consideration in this Master Plan Update? The uniqueness of Alaskan businesses?
 - Yes. This Master Plan follows FAA guidance but there is consideration for how the local economy affects leases and operations here compared to the rest of the US. The reality is every lease application is handled on a case-by-case basis and is a regimented process.
 - The Master Plan will look at East Airpark to evaluate potential improvements to best accommodate demand for aviation facilities.
- What is the reason for the latency in updating our Master Plan Update?
 - Most airports prepare master plans every 7-10 years. We are currently 10 years since the last Master Plan, so it is not "late". Airports have a responsibility to update their Master Plans on a regular basis, but part of that is how much of a need is there at any given time. We do not tie a strict date to building infrastructure. It depends on current conditions at the airport and is flexible with what is needed. An airport can time their Master Plan Update for when it is most important and effective.
- Over time, is there any airport owned land that can be designated unsuitable for development? Is there any line that can be drawn that says we cannot develop? For example, can the airport designate a buffer on its land that would never be developed?
 - The honest answer is, not really. Wetlands are not a great area to build, but we could build there so we can't designate it useless land that would never be developed.
 - On the policy side, if a buffer is desired by residents, that would have to be advanced by the Municipality of Anchorage. If the Municipality wants to have a buffer, the Municipality would need to advance that and purchase the property.

Because the land was granted to ANC by the federal government to support aviation, it cannot be given away.

- Can the public lease property from the airport for the express reason of not using it, i.e., could we lease the land we'd like to be a buffer?
 - If the airport plans to lease land, the public can apply it, however the airport may not lease land for non-aviation uses. Airport property needs to be used for aviation. We must follow the grant regulations of the FAA. It needs a lot more input than we can offer today. If we do a lease, it has to be publicly noticed and discussed amongst the community for best use.

Flip Chart Notes (led by Katherine Wood)

The group reviewed the draft Goals & Objectives language and offered the following feedback for consideration:

Communication

- Regular (e.g., annual) meetings/open houses to allow time for the airport to meet with the surrounding communities
- Explain, with more clarity, how the airport is funded. It's not general funds, it's funded by the airline signatories.
- Encourage tours for the public/youth
- Workforce development
- Explain, with more clarity, the governance of the airport
- Consider an app (e.g., DOT&PF's 511) that reflects current parking availability
- Modernize communications to users and stakeholders.

Environmental

- Add PFAS and remediation
- Energy efficient – must be environmentally compatible. The infrastructure needs to work in all weather conditions.
- Long-term and short-term parking for electric vehicles is 3rd from the bottom – redundant?
- Airline initiative around SAF (sustainable aircraft fuel). How will the airport accommodate?
- #2 – should reference noise pollution in and around airport neighborhoods
- #1 – does it mean wetlands and sensitive areas around the airport?
- 'air' 'land' 'sea' "in fence, out of fence"
- Last bullet – what are you doing to provide bus/transport for employees?
 - There are lots of vehicles in and out of the airport. There should be transportation planning with the city.
- Not only minimize but mitigate unavoidable environmental impacts
- PFAS should include collection and treatment
- Collect and recycle glycol across the entire airport (as feasible)

- Maintain wetland function to the greatest extent possible
- Update fish and wildlife characteristics

Efficiency

- Too many objectives
- Verify an efficient passenger security process
- Can some of the demand be handled at Fairbanks International Airport?
- Accommodating air cargo demand by evaluating different (all) capacity enhancing alternatives (locations)
- How can the north terminal site/building be repurposed?
- Demand will increase with the Baby Boomer Generation retiring within the next 7 years
- There needs to be an increase in regional aircraft from the terminal side.
- There will be more of a demand on non-secure part of airport with no additional space (e.g., tarmac space)
- Passenger demand needs to be accommodated at all terminals

Fiscal Sustainability

- PFC: Passenger facility charges at \$3.00/person. ANC should consider an increase to this current charge.
 - Other airports collect \$4.50/person.
- Additional cooperation with U.S. Customs could help. Many have requested progressive clearances during the war on Ukraine, but Customs didn't allow.
- International business zone for cargo transfer
 - What are we doing to capitalize on that?
 - Consider a 'medium rate' for cargo transfer between carriers. U.S. Customs is inflexible/challenging
- Maintain business diversification to support intra Alaska (i.e., don't price out those that serve rural Alaska). Operational diversity to support all sizes of business.
- Consider the new sizes of drones capable of carrying cargo and passengers.
- Do not put profits over human health.

Safety

- Sounds pretty good, but the word safe may imply an absolute. Maybe 'safer'?
- Should focus on different user types (e.g., aircraft sizes) on airport. Also, focus on off airport implications (where facilities are location re: neighborhoods)
- Make sure there are no conflicts by type of aircraft
- Building safety – bag systems
- Bag makeup
- Security Screening Checkpoint – new regulations for employees
- Security for tenant locations
- More uniformity across airport (or clarity)

Land Management

- Goal mission – establish some sort of evaluation (buildable, semi buildable, & unbuildable) for future development opportunities.
- What are the plans in the last objective? Spell out?
- Cargo aircraft parking requirements – is the current plan the right plan? This question was prompted by capacity concerns.
- Evaluate the current use. Land that could be aircraft parking that isn't currently available.
- Vertical vision for parking. Flat parking is a waste of dirt. Think of both the travelers and the airport's workforce.
- Compartmentalize fair market value by location/zone
- Identify areas to expand responsibly
- Can you test for contamination ahead of time to inform tenant decisions?
- Could other locations be considered for air cargo (Fire Island, North Terminal)?
- John noted that the Turnagain Community Council Land Use Committee will have a meeting to review and provide feedback on the Draft Goals and Objectives.

Resilience

- Why is this a weather focused topic?
- Consider focusing on
 - terminal resilience
 - passengers
 - security
 - staffing/labor
 - Volcanic, seismic, coastal erosion
 - Winter storms
 - Fuel storage
 - Communication
- Deicing at terminal occupies gates
- Snow storage – r.e. for moving

Anchorage Master Plan Update

May 31, 2023 Public Meeting

Flip Chart Notes

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ANCMPU Public Open House Comments

5/31/23

5:30 – 7:30 PM

- Comments/questions regarding the NorthLink Aviation development – How can tree removal be happening if the Master Plan is only just beginning? Homeowners are concerned that nobody seems to be listening. Air traffic has grown exponentially, commercial and military. I heard it was 700 feet from the residents, now I hear it's 500 feet from the residents. The smell is bad as well. What's in jet fuel? It's sulfur. What is the difference between tonight's meeting and yesterday's meeting?
 - NorthLink is conducting an Environmental Assessment with the Airport and the FAA. Comments and questions for that need to be directed to the Northlink team
 - The Airport Master Plan Update and the Northlink development are two separate projects with different development processes. This team here tonight is not working on Northlink.
- ANC wants to be a good neighbor and we're just finding out about Northlink? If you wanted public input, you should have asked sooner and it's already a done deal. That's not being a good neighbor.
 - This meeting is not for Northlink, but there was a multi-year public notice and comment process for Northlink. That process has been going on for over a year and a half and has extended the public process numerous times to seek public input.
- Was Northlink on the last Master Plan?
 - A company put the request in to develop that land after the previous Master Plan was completed.
- Where is the Airport Traffic Control Tower going to be moved? Where are the aircraft currently using the site identified for the Airport Traffic Control Tower going to be relocated?
 - The existing tenants will possibly be relocated to a parcel north of the current Airport Traffic Control Tower and north of Lake Hood on Lake Hood property.
 - The Airport Traffic Control Tower is owned by the FAA and not by the Airport. The tower is being relocated by the FAA and will take several years to implement. It is quite old. Finding a new location is not part of the Master Plan Update.
- Air quality and relationship to weather in the area?
 - Airplanes generate exhaust and affect air quality. One of the goals of this process is to mitigate the Airport's effect on the area. The weather has an effect, airplanes have an effect, and the EPA governs air quality control. We can provide information about where you can learn about current air quality and EPA's regulations.
- Is there an upper limit of air quality damage before something is done?
 - There are air quality standards under the EPA. A given project has to follow these regulations and will not meet approval if they go over the air quality standard. If you have further interest in air quality locally, the EPA would be the best source to check with.
- Can you address the extreme erosion that is occurring at the far north end of Point Woronzof?

- The very tip on the north end does have erosion that is taking place. US Army Corp of Engineers and the Municipality are starting a survey study on what the erosion is, how much occurs per year, and what can be done to stop the erosion. This is a multi-year process and study to qualify for funding.
- Several years ago, there was an initiative for a second North-South runway that was withdrawn. What is the status on that and is it in the current Master Plan Update?
 - There was a proposal for a 4th runway, heading North to South, 4,000 feet west of the existing runway. The plan has not been withdrawn. It concluded that a 4th runway would only be advanced if and when it was warranted based on air traffic. At present it is not needed, but it could be possible depending on demand someday in the future.
- Will the Airport Traffic Control Tower relocation affect employee parking?
 - No. There will be no impacts to employee or public parking.
- Are there any plans to do a new study to address air quality and noise pollution?
 - See comments above re: air quality. For noise, the Master Plan needs to be done to forecast operations and then the Airport intends to conduct a Part 150 noise study.
- Is FedEx planning on growing their Anchorage operations?
 - FedEx is continuing their longstanding commitment to be a good tenant and good employer in the state of Alaska. FedEx is planning on expanding their facility at ANC to support their growth which also supports the local economy.
- Are we incorporating a global perspective into airport development?
 - There are lots of areas where we seek guidance for technical work and development of the Airport. We have quality guidance from the FAA that we use for this process. This is the organization that we work most closely with. The FAA has a relationship with other aviation organizations around the world and uses them as a resource for guidance as well.
- How many international cargo flights vs passenger flights?
 - Cargo makes up a significant portion of the operations at this Airport. Cargo makes up more of a percentage of flights at the Airport than passenger flights. We are breaking down the forecast for the next public meeting for the demographics for cargo vs passenger flights. We'll provide lots of details then.
- Is the Airport aware of potential issues with the outflow near Kulis?
 - This is the first time we've heard of it. Let's talk and we want to know more.
- What do you see when talking to stakeholders, what technological changes will occur within the next 5/10/20 years and how will it affect Anchorage?
 - In the past several years, we have seen evolutionary change in aviation. Airplanes are becoming more efficient, significantly quieter, and airlines are transitioning older planes out faster. Wingspans are growing to allow aircraft to be more efficient. There are conversations about electric aircraft, unmanned vehicles, etc. but a lot of it doesn't yet exist in a practical sense or it hasn't been proven. More revolutionary change is coming than we have seen in our lifetimes.
- Comment about airline fumes and planes from other countries flying over Anchorage spilling their fumes down on the city and can they be fined for doing that and how can we prevent it?
 - The Airport doesn't have any control over planes that fly over Anchorage. Once planes are in flight they are managed by FAA.

- Comment asking about JBER planes and ANC planes crossing paths
 - Both Airport Traffic Control Towers are in constant communication and give priority to whoever needs it most at each time. Unrelated to the Master Plan Update, JBER is building their own infrastructure updates and will improve coordination with ANC. This is also being looked at in the master plan update and taken into consideration. A representative from JBER is on our Stakeholder Working Group.



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR Alaska

Meeting Location: The Lakefront Hotel Date: 5/31/23 Time: 3:00 - 7:30 PM

Project No. (Federal/State): CFAPT00847

Project Name: Anchorage International Airport Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☒ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Newspaper, OPN, Mailers, Social Media, Radio, Mailing List

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 107 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 36

Was an interpreter required? YES ☒ NO

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any.

No Title VI issues were raised at the meeting. The project does not affect a specific minority group.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

This meeting was to update the general public on the Anchorage Airport Master Plan Update process that has just begun. Members from numerous job fields and communities were present for the meeting. No issues regarding ethnicity or gender were raised throughout the event.

*Total number of citizens on CAG Board: 23

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F
13	2					1					

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Ted Stevens Anchorage International Airport
Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
ESTHER J. COX	esthercox@alaskalife.net	600 W - 76 th Ave # 407 Anch 99518	F	W
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JOE P. SCHLICKER		2241 Roming Plt 305 Anch 99503 AK	F	W
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Carol Eaton	carolbennettatton@yahoo.com	2952 Madison way, Anchorage	F	W
Andry K.			M	
David Skieren	dskieren@Alaska.org		M	W
Elizabeth Tabor	btoobaresmail.com	656 Cuddy Sault, 99502	F	W
Bernice Davis	bjdavis@gci.net	Spokane	F	W
Tracy Anna Tabor	tracyanna@mac.com	South Anchorage	F	
Lynn Ragle	lynn.ragle@gmail.com	4133 Raspberry Rd	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

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Public Open House

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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Judy Robinson	jdelwak@gmail.com	#10 Box 241125 Anchorage AK 99524	F	W
Brian Blazon	brianblazon@gmail.com	2422 E. 52nd A Anchorage 99507	M	W
Gayle Erickson	gayle1947@gmail.com	2203 Jefferson Ave 99517	F	Human
OZ KEMPALL	wizand@gmail.com	831 Berry Pkwy		
Clyde Kaveshiro	yckv2010@yahoo.com	6331 Airport Road 99502	M	
Jeff - Jeanne Lucas	jeff.lucas1@gmail.com	1565 Cutty Sark St. Anchorage AK 99502		
Steve & Kelly Baxter	bbs562@hotmail.com	906 West 53rd Ave Anchorage, AK 99518		
Maureen C. Portola	mporhol9912000@gmail.com	3914 W 84th Ave Anchorage AK 99502	M	W
Barry Hutchins	BHutchins@gmail.com	3305 Mt Vernon	M	W
Muse Gaur	delacruz@gmail.com	6828 Lowell Cir	F	
Lex Yelverton	lex.yelverton@gmail.com	1513 Kinnikinnick St	F	

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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kevin K. Jensen	k2k@seawood.com	3302 Strandberg Rd, Anchorage AK 99502		
Jim Montgomery		4124 Westwood Dr		
Bob Butera	buttera@cei.net	2420 Juneau St 99508		
Walter P. Harker	STARPLITE@att.net	PO Box 824 DILLINGHAM AK 99576	W/F	W
Earl Edgmon	edgmon.y.edgmon@gmail.com	P.O. Box 84 Dillingham 99576		
Michele Bowen	michelebowen@gmail.com	5413 Southhill loop Anch AK 99502	F	W
PATRICK STANLEY	PSMAPLEMIESTER@ANOD.COM	6644 LAKEWAY DR		
Robert Shipley		A.W.C.	M	W
Karen Merkle	Merkle.km@gmail.com	3330 Dobt Dr 99512	F	W
Susan Barnett	susanbarnett@seawood.com	6650 Lakeway Dr.	F	W
Gert Anke		6020 Blackberry 15C	M	W

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Jim FREDENHAGEN	takecare@alaska.com	2720 VALLEY FOREST CIR. 99502	M	W
JOHN LEVY	johnlevy97@gmail.com	440 OCEANVIEW DR. 99515	M	W
Melody Nibsch		8741 Beachwood Dr. 99502	F	W
Peggy Labey	Peggy@cs.ci.ut	7882 Gate Creek Dr 99501	K	
Jeremy Kashatok	skataashatok@gmail.com	1513 Kinnickinnick Street	M	
Rick Eiben	reiben2525@gmail.com	4159 Raspberry Rd.	M	W
Lyn Clark		3850 B Lincoln Ellis worth Ct 99517	F	
Elbertha Anter		6020 Blackberry St 99502	F	W
Stan Portals	akstan3000@yahoo.com	3914 W 84th Ave 99502	M	W
Madeline Casper	madelinecasper@gmail.com	740 W 47th Ave 99503	F	W

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Kim Cunningham	Kimscun@gmail.com	7422 PARK WEST CIR, ANCHORAGE AK 99502		
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Saiko Smith	saismith@qci.net	3440 Orbit Cir Anchorage		
Marilyn Houser	lostinspace@netnet.com	2411 Ingoz St. Anchorage		
John Magnaudet	angie@abcmotorhome.com	3875 Old Int'l Airport Rd. Anch.		
STUART BELSHIE	paradicesunart@yahoo.com	2300 W. TUDOR RD #3 ANCHORAGE, AK. 99517		
Frank Post	FRANK@GCI.NET	8253 SAKLIF ST.		
Minako Hummel	minakoak907@gmail.com	5965 Muirwood DR. Anch AK 99503	F	

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DAVID LAMBEY		7000 TOWNSEND COURT ANCHORAGE, AK 99502		
Becky Brunk	beckybrunk2017@gmail.com	3745 PINEHURST BLVD ANCHORAGE, AK 99507		
John Wynn	JWynn@NorthStarAlaska.com	4033 Old International Airport Rd Anchorage, AK 99502	M	W
Colleen Maroun	colleen_wm@hotmeil.com	2205 Arcadia Dr Anchorage AK 99507		
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Kent Hampton	KENTHAMPTON@EARTHLINK.NET	6550 LAKEWAY DR. ANCHORAGE AK 99502	M	—
Kathryn Merrill	Kathryn.Merrill@gsi.net	9311 Jewel Lake Rd. #102 Anchorage AK 99502	F	W
MATT CLAMAN	Sen.matt.claman@akleg.gov	on file	M	
Don Stuefer		PO Box 11962 Anchorage AK 99501	M	
Beverly Churchill	beverlychurchill51@gmail.com	8022 Seaview St. Unit A Anchorage, AK 99504	F	W

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*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update
SWG and AAC Meeting
The Lakefront Hotel, May 31st, 2023, 3:00 PM - 5:00 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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CRIG LYON	craig.lyon@andreski.com		M	W
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Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

SWG and AAC Meeting

The Lakefront Hotel, May 31st, 2023, 3:00 PM - 5:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

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Master Plan Update
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The Lakefront Hotel, May 31st, 2023, 3:00 PM - 5:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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APPENDIX A-4

Public Meeting #2 Report



Ted Stevens Anchorage International Airport Master Plan Update



September 2023
Public Meeting

Table of Contents

Introduction	1
Overview of Public Involvement Activities.....	1
Public Meeting and Online Open House #2	1
Stakeholders	1
Advertising.....	2
Summary of Comments and Q/A	2

Attachments

Attachment A: Meeting Presentation

Attachment B: Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards

Attachment C: Email Blasts

Eblast 1: Email Announcement

Eblast 2: Email One-Week Reminder

Eblast 3: Email Today Reminder

Attachment D: Advertisements

Anchorage Daily News Display Ad #1

Anchorage Daily News Display Ad #2

Anchorage Daily News Online Ads

State of Alaska Online Public Notice

State of Alaska GovDelivery

Social Media Posts

Attachment E: Meeting Results

Sign-In Sheet

Meeting Notes

Committee Meeting Notes

Title IV Reports

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter four of 2023.

Public Meeting and Online Open House #2

On Thursday, September 14, 2023, the ANC MPU team hosted two hybrid committee meetings and one in-person public meeting in Anchorage from 10:00 am to 8:30 pm; with an Airline Advisory Committee meeting from 10am-12pm, a Stakeholder Working Group meeting from 2-4pm, followed by a public meeting from 5:30-7:30pm. All three meetings were open to the public. Two presentations were prepared; one [two-hour presentation](#) to both stakeholder committees and a [45-minute condensed presentation](#) for the public meeting. [Posters](#) were posted around the perimeter of the room for attendees to read and view.

A total of [29 people](#) signed into the meeting; however, a headcount at the peak of the night claims 56 people attended. All were in person.

The [Online Open House](#) was made available via the project website for two weeks from Thursday, September 14 – September 28. During this active time, there were 44 visitors.

Other materials available during this meeting including an updated frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, letters of support, comment forms, directional signage, and State of Alaska demographics surveys.

Stakeholders

Representatives from the following organizations attended the meetings in person:

- Commodity Forwarders
- CRW Engineering
- DOWL
- Foreman Air
- Private Pilots
- Pyros Aircraft Spa
- Sand Lake Community Council
- Stantec
- State of Alaska, Department of Transportation & Public Facilities
- Turnagain Community Council

Advertising

The public meeting satisfied project public involvement plan's advertising requirements of three-weeks before the meeting and again one-week prior. The following advertisement and publicity tactics were performed:

- **Attachment C**
 - Three E-Blasts sent to the project's email list for with a total of 220 recipients
 - [Announcement](#): 124 successful deliveries, 381 total opens, 171 total clicks
 - First email full [report](#)
 - [Reminder](#): 167 successful deliveries, 344 total opens, 158 total clicks
 - Second email full [report](#)
 - [Tomorrow Reminder](#): 170 successful deliveries, 315 total opens, 177 total clicks
 - Third email full [report](#)
- **Attachment D**
 - Meeting information on the project website: <https://ancmpu.com/getinvolved.html>
 - Seven (7) advertisements in the [Anchorage Daily News](#)
 - Two (2) display ads on August 24th, and again on September 12th
 - Five (5) online ads campaigned 9/4/23 – 9/17/23
 - One week of streaming [radio ads](#) from Alaska Public Media from 8/28/23 – 9/24/23; [report](#)
 - State of Alaska [Online Public Notice](#) posted from 8/24/23 – 9/14/23
 - State of Alaska [GovDelivery](#) sent on 9/6/23
 - Three (3) Social Media Posts
 - [Facebook Event](#) Created & Post 8/23/24
 - [Facebook Post #1](#) on 8/28/24
 - [Facebook Post #2](#) on 9/12/24

Summary of Comments and Q/A

Four comments were received during this public meeting period. A common theme from the comments was inquiries for general updates and next steps. One comment suggested moving the airport across the inlet and other addressed airport aesthetics and engaging entertainment throughout the terminal. The completed comment forms can be found within Attachment C.

A total of 20 questions were answered live, with full details within the meeting notes in Attachment E.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

SEPTEMBER 2023

WELCOME TO THE ANC MASTER PLAN!

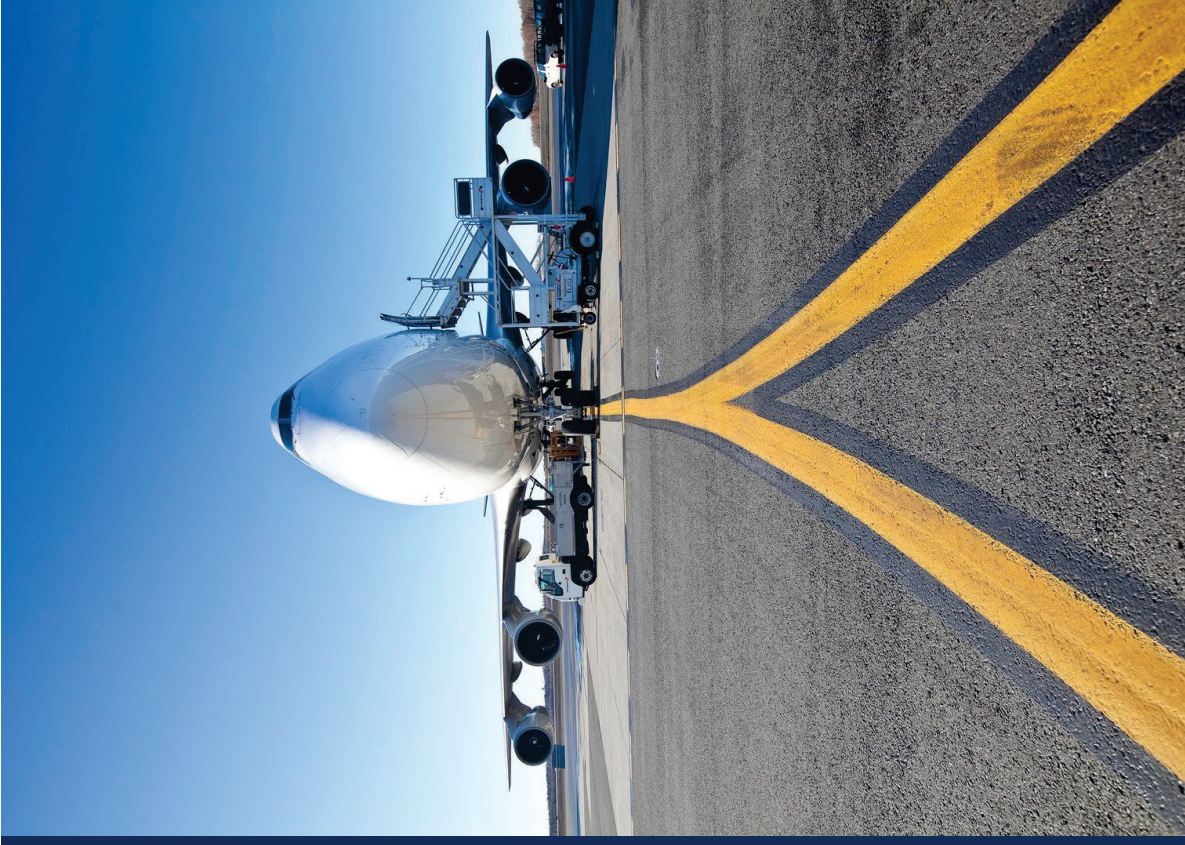
- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
- Facility Requirements
- Next Steps / Meetings



WELCOME TO THE ANC MASTER PLAN!

– What is an Airport Master Plan

- Master Plan Process and Schedule Overview
- Public Involvement Plan Overview
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ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

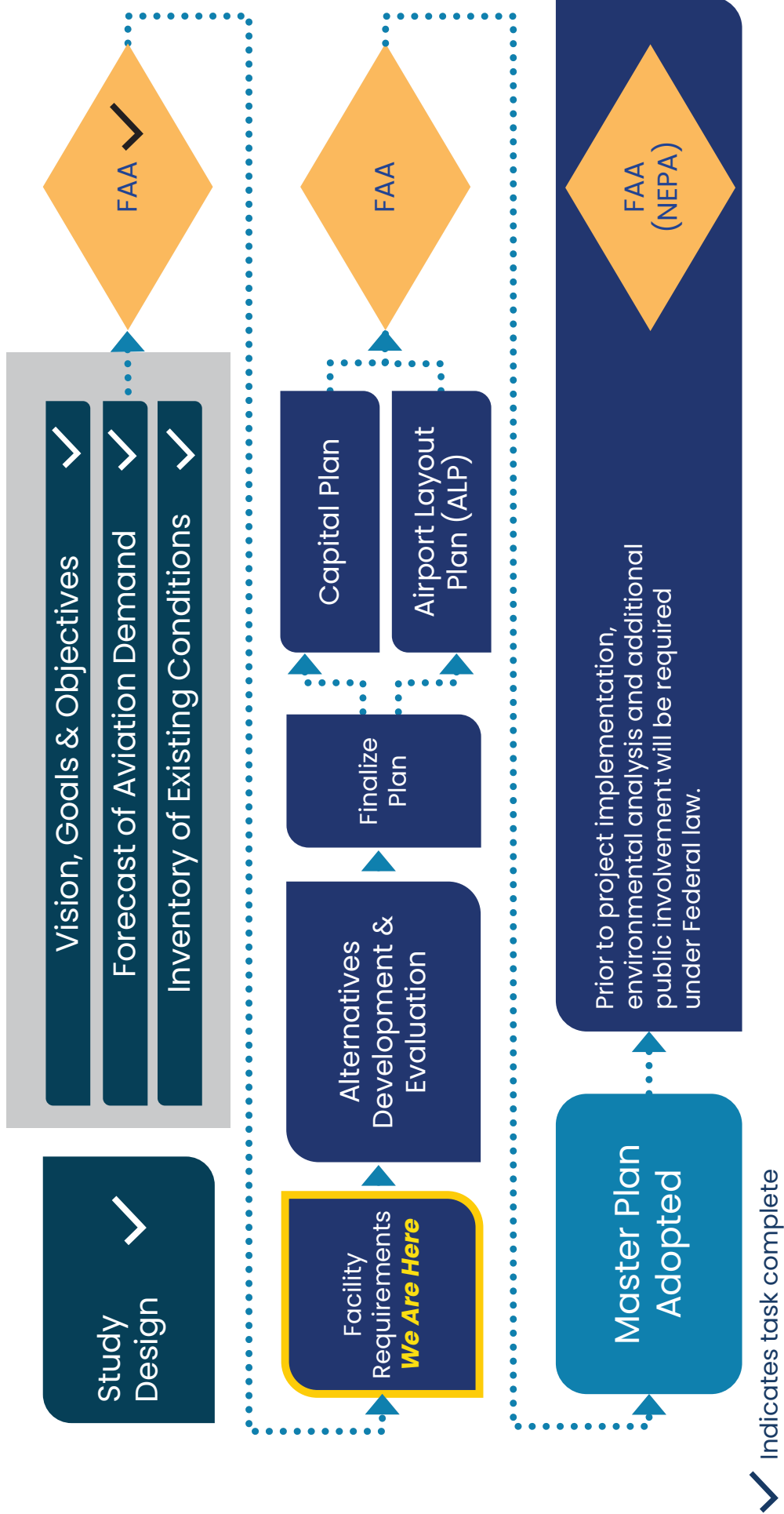
-FAA Advisory Circular 150/5070-6B Airport Master Plans

WELCOME TO THE ANC MASTER PLAN!

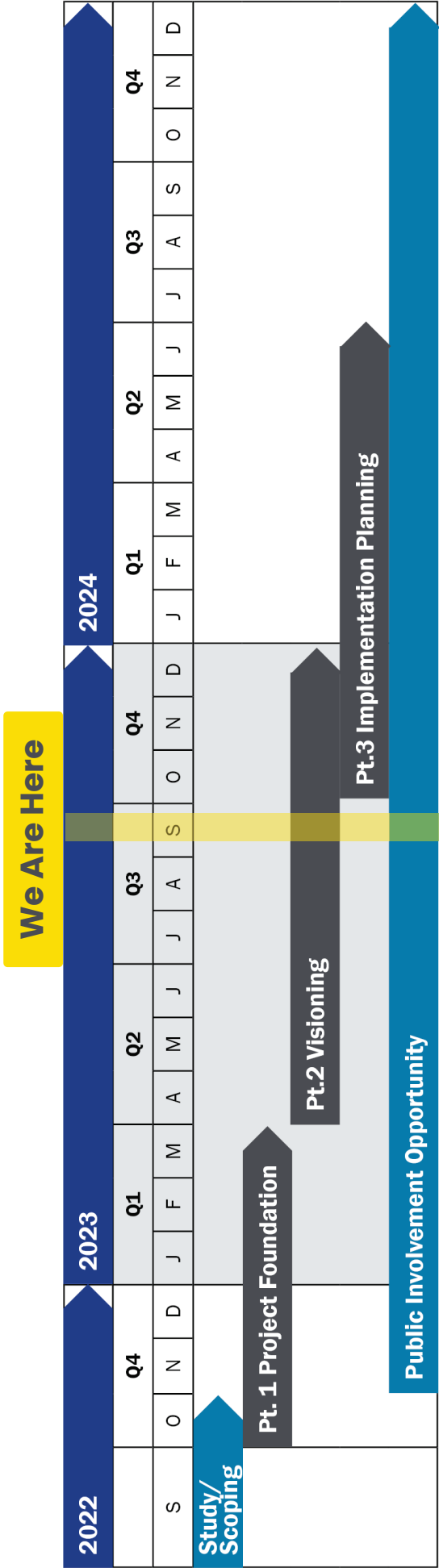
- What is an Airport Master Plan
 - **Master Plan Process and Schedule Overview**
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MASTER PLAN PROCESS OVERVIEW



ANC MASTER PLAN
PROJECT SCHEDULE OVERVIEW

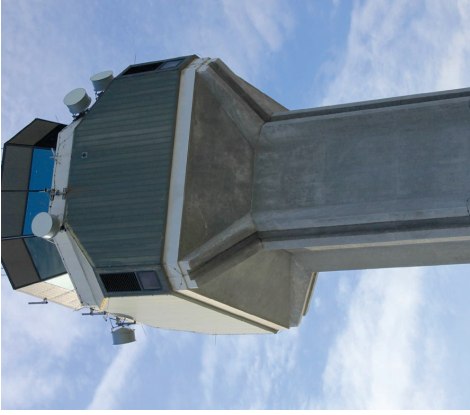


The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
 - **Goals and Objectives Update**
- Forecast of Aviation Activity
- Facility Requirements
- Next Steps / Meetings





ANC MASTER PLAN

GOALS AND OBJECTIVES

- **Safety**
Maintain or enhance the safe operation of the Airport
- **Efficiency**
Maintain or enhance the efficient operation of the Airport
- **Environmental Sustainability**
Minimize the impact of airport development through environmental awareness
- **Fiscal Sustainability**
Maintain the long-term fiscal sustainability of the Airport
- **Land Management**
Facilitate long-term Airport development through strategic land management planning
- **Communication**
Engage stakeholders through open communication
- **Resilience**
Minimize impact of operational interruptions and disruptions



Comment Highlights To Date

Things to Consider

- Noise
- Smell
- Air quality
- Nearby neighbors
- Accommodate freight growth
- Flight path management
- Transportation options to/from airport
- Improved IT solutions to track carbon emissions
- Development close to residential areas, schools, and parks
- Need for additional runway capacity either at ANC or another location

Ideas

- On-site hotel
- Quiet hours at the airport
- Mini movie theatre similar to Portland's Airport
- Rail connection
- Cargo airport on Fire Island (or new airport elsewhere)
- Roundabout at Sand Lake Road & Raspberry

In support of

- Refrigeration building
- Updating master plan in general
- Growth/expansion (facility improvements)
- Bringing in more airlines
- Improve NAVAIDs & Air Traffic sequencing to use existing runways



WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
 - **Forecast of Aviation Activity**
- Facility Requirements
- Next Steps / Meetings



WHAT IS A FORECAST?

ANC MASTER PLAN

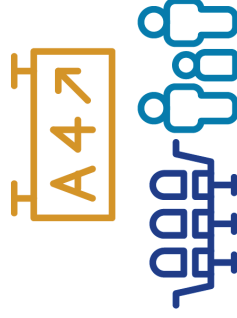
- **Projections of future levels of aviation activity**
How will future activity change?
- **Determine the need for future facilities**
What facility changes would be needed to meet future activity?

Forecast Focus

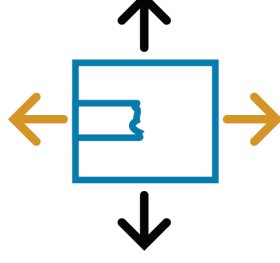
Aircraft Operations



Passengers



Cargo



General Aviation



METHODOLOGY

1. Alaska Economics

- State and Anchorage population growth
- State and Anchorage economic and job growth



2. U.S. Economics

- Alaska as a tourist destination



3. Global Economics and Trade

Asia-Americas trade



4. FAA Terminal Area Forecast (TAF) Benchmark

- FAA produces an annual forecast of passenger enplanements and operations for all U.S. Airports



Aircraft Operations

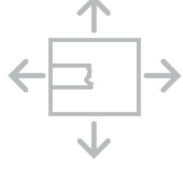
Anticipated Growth



ANC MASTER PLAN

Operations

- **Forecast of Operations**
One plane landing or taking off is an operation
- **Drivers of Operations Growth**
International trade and economics (cargo)
Changes in aircraft types (airplane size)
Changes in airplane use (load factors)
- **Anticipated Rate of Growth:**
1.8% per year over the 20-year planning period

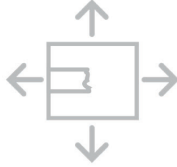
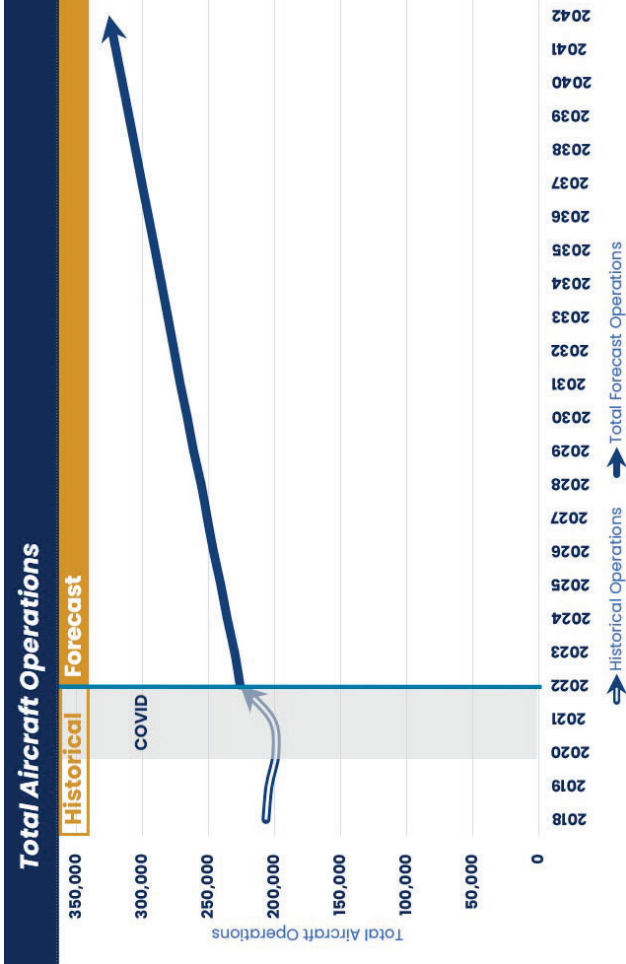


Aircraft Operations

ANC MASTER PLAN

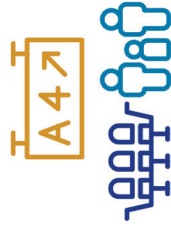
What Does This Mean?

- **How busy is ANC today?**
2022 was ANC’s busiest recent year
226,346 operations
26th Busiest US Airport (Source: ACI-NA)
- **Who is the busiest?**
Atlanta ranks 1st – 707,000 ops
Seattle ranks 11th – 375,000 ops
- **Who are ANC’s peer airports (in 2022)?**
A little smaller – MEM (Memphis, TN) – 215,000 ops
A little larger – SFO (San Francisco, CA) – 266,000 ops
- **How busy might ANC be in 10 years?**
About as busy as SFO is today



Passengers

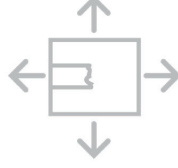
Anticipated Growth



ANC MASTER PLAN

Passenger Activity

- **Forecast of Enplanements**
One person boarding a plane at ANC is a passenger enplanement
- **Drivers of Passenger Growth**
Alaska population and job growth
U.S. tourism demand for Alaska
International tourism demand for Alaska
- **Anticipated Rate of Growth**
2.3% per year over the 20-year planning period

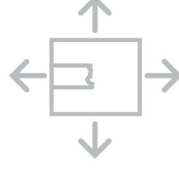
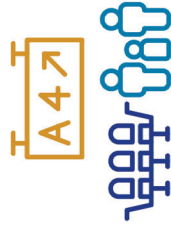
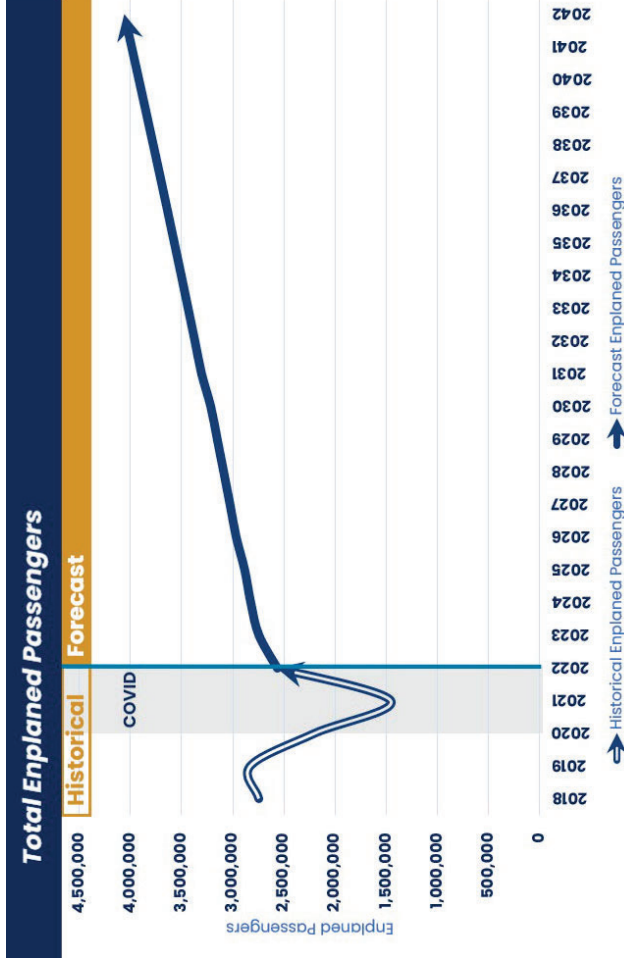


Passengers

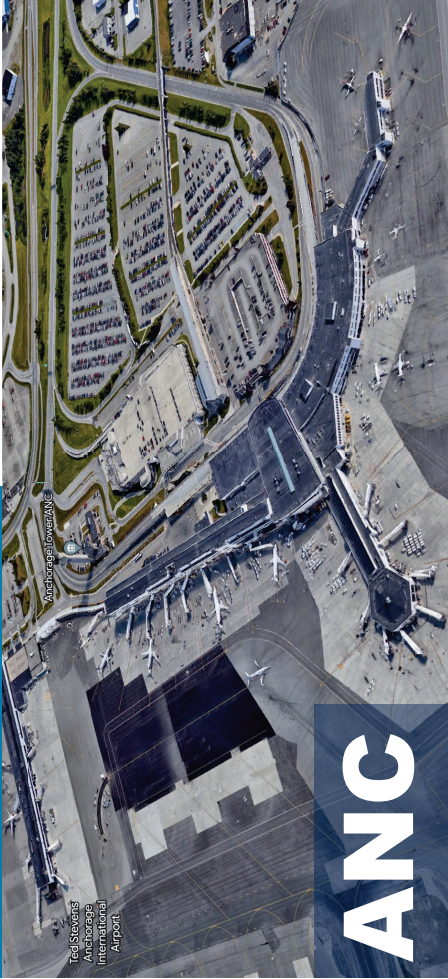
ANC MASTER PLAN

What does this mean?

- **How busy is ANC today?**
2019 was ANC's busiest year
2.8 million enplanements
59th Busiest US Airport
- **Who is the busiest?**
Atlanta ranks 1st – 54 million enplanements (2019)
Seattle ranks 11th – 25 million enplanements (2019)
- **Who are ANC's peer airports?**
MKE in Milwaukee, WI is a little busier than ANC

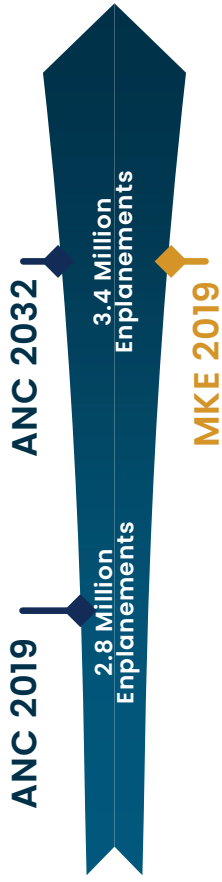


Passengers

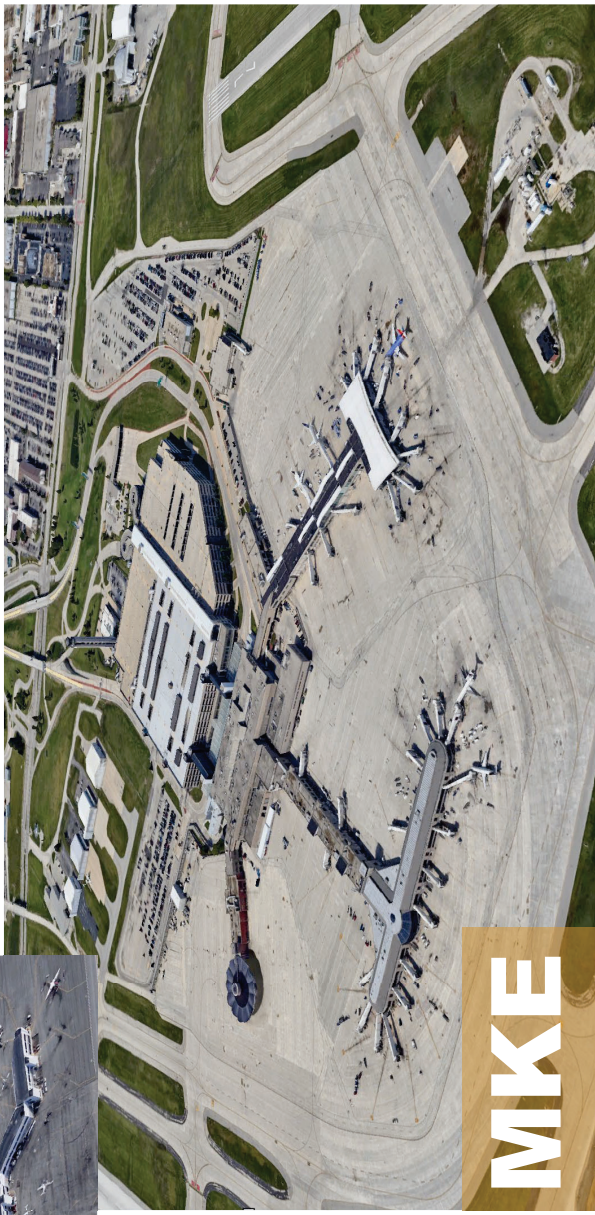
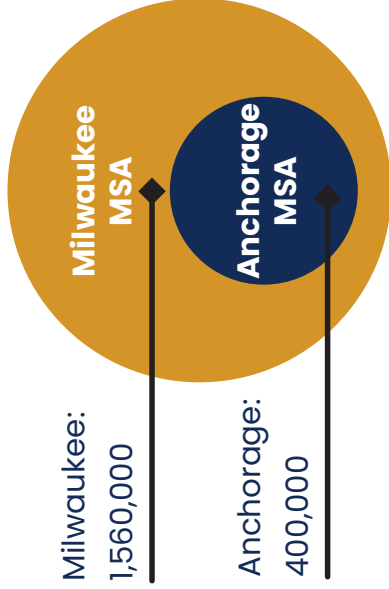


ANC MASTER PLAN

Comparing ANC to MKE

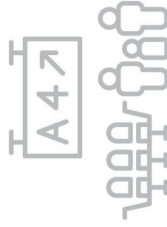


MSA Population Comparison



Cargo

Anticipated Growth



ANC MASTER PLAN

Cargo

- **Forecast of Air Cargo (Tonnes)**

The forecast considers cargo that is moving to and from Alaska and within Alaska

International cargo moves between Asia and the Americas but transits through ANC

- **Drivers of Cargo Growth:**

Alaska's economy and international economics

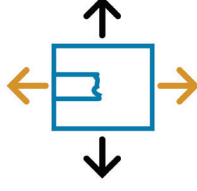
Alaska has a high demand for air cargo

ANC is a key stop for Asia-America air cargo trade

Cargo growth at ANC is primarily driven by global economic forces, not local or state economics

- **Anticipated Rate of Growth:**

2.8% per year over the 20-year planning period

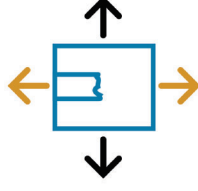
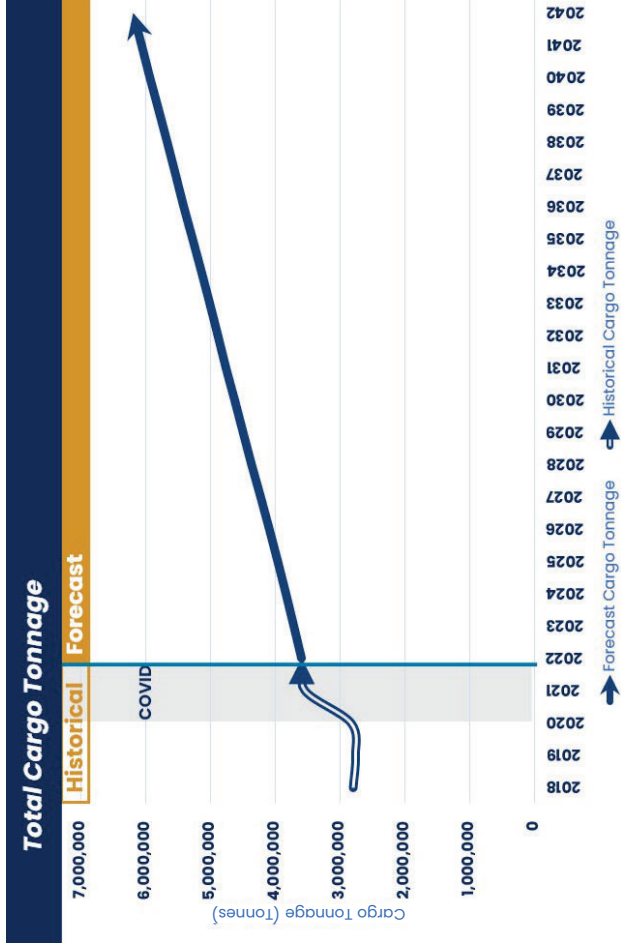


Cargo

ANC MASTER PLAN

What does this mean?

- **How busy is ANC today?**
ANC was the world's 3rd busiest cargo airport in 2022 at 3.6 million tonnes
- **Who is the busiest?**
Hong Kong – 1st globally at 4.2 million tonnes
Memphis – 2nd globally at 4.1 million tonnes
- **Who are ANC's peer airports (in 2022)?**
ANC does not have a cargo peer – ANC is a unique cargo facility with significant landed weight but relatively limited cargo handling and processing.



General Aviation

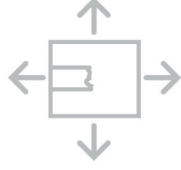
Anticipated Growth



ANC MASTER PLAN

General Aviation

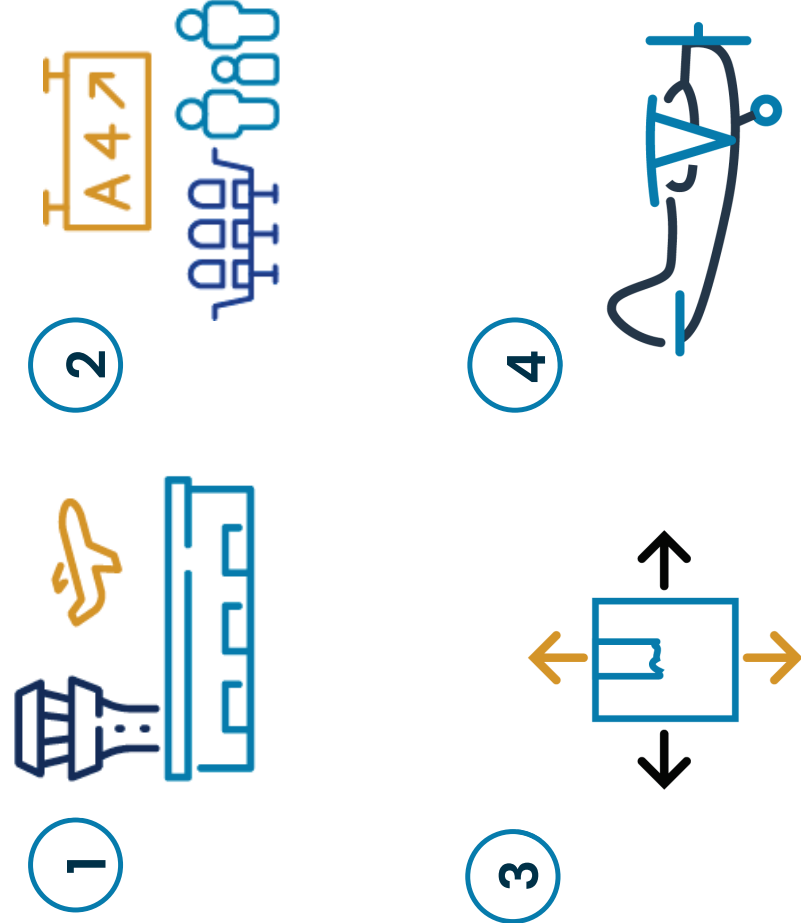
- **General Aviation Operations**
Includes business jets and other small aircraft
GA is about 13% of all ANC operations
Lake Hood activity is not included in the forecast
- **Drivers of General Aviation Growth:**
Local, state, and national economic forecasts
- **Anticipated Rate of Growth**
1.0% per year over the 20-year planning period
ANC GA activity will grow slightly and follow U.S. trends
GA operations are expected to decrease to about 11% of operations in 2042.



Forecast Summary

ANC MASTER PLAN

Forecast Summary



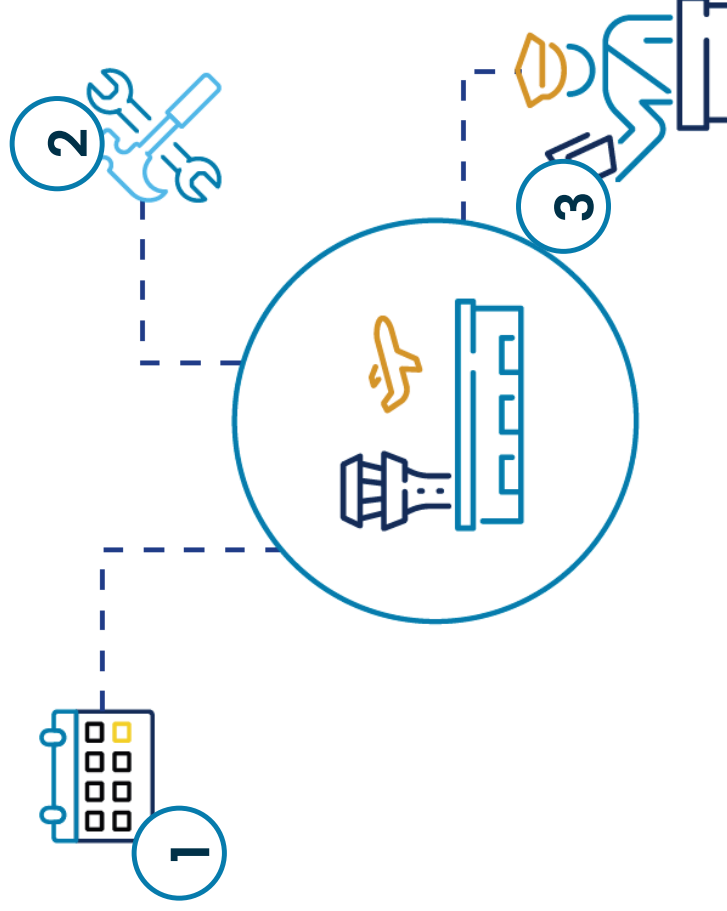
- 1. More takeoffs and landings:**
ANC is a busy airport with about 226,000 operations per year.
The forecast anticipates 100,000 additional operations in 20 years.
- 2. More passengers:**
ANC is expected to grow from 2.6 million enplanements in 2022 to 4.1 million enplanements in 2042.
- 3. ANC will continue to be critical cargo stop:**
ANC has an essential role in the Asia-America air cargo market that is unlikely to change in the future.
- 4. General Aviation will grow slowly:**
ANC is expected to see modest general aviation growth in line with other U.S. airports.

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
 - **Facility Requirements**
- Next Steps / Meetings

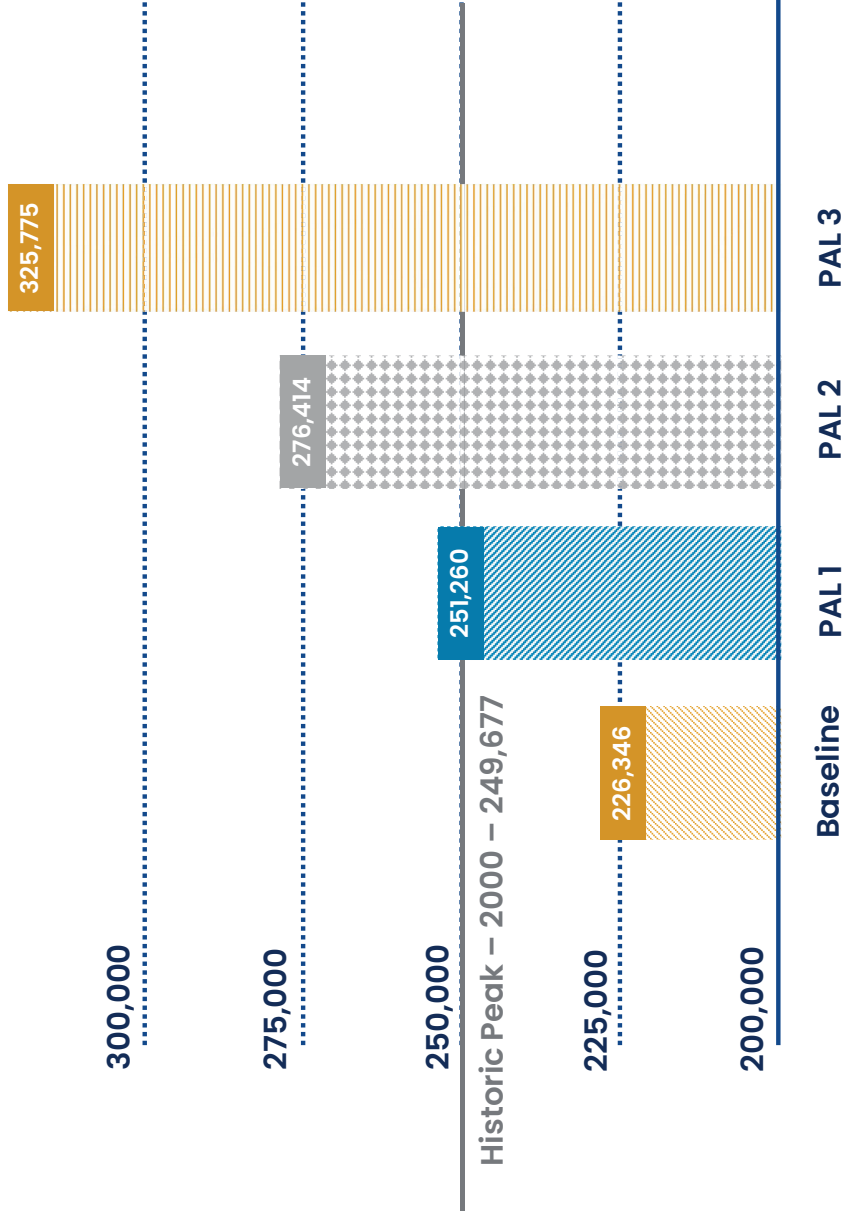


Facility Requirements



- 1. Projections of future facility needs**
 - What facility improvements are needed for ANC to accommodate forecast growth
- 2. How Are Facility Requirements Derived?**
 - Analysis based on projected growth in operations, passengers, cargo, and general aviation
 - Input from airport staff, tenants, and FAA
 - Input from airline personnel and operators
 - Facility observations by the technical team
 - Consultant analysis based on experience at similar airports
- 3. Projects when improvements are needed**
 - Need for future facilities are tied to Planning Activity Levels, not years

ANC MASTER PLAN
PALs – Operations

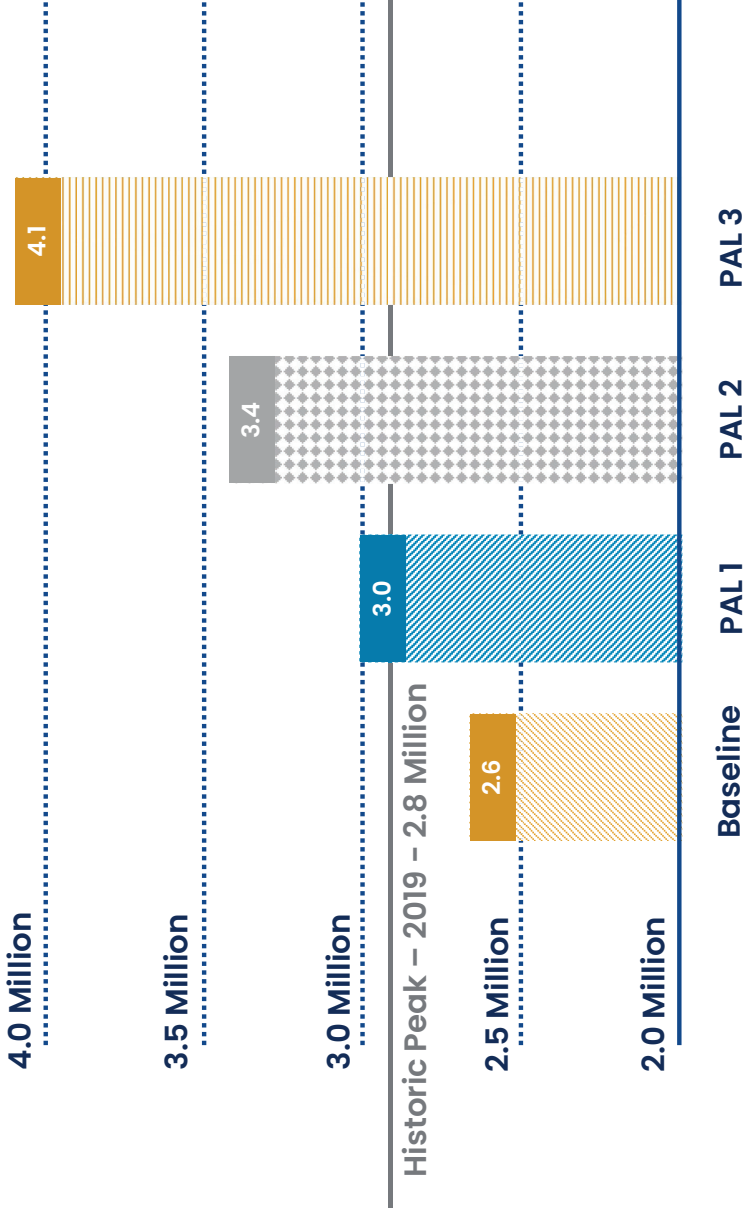


**Future Aviation
Activity**

- Annual Operations
1.8% Average Annual
Growth Rate



PALs – Enplaned Passengers

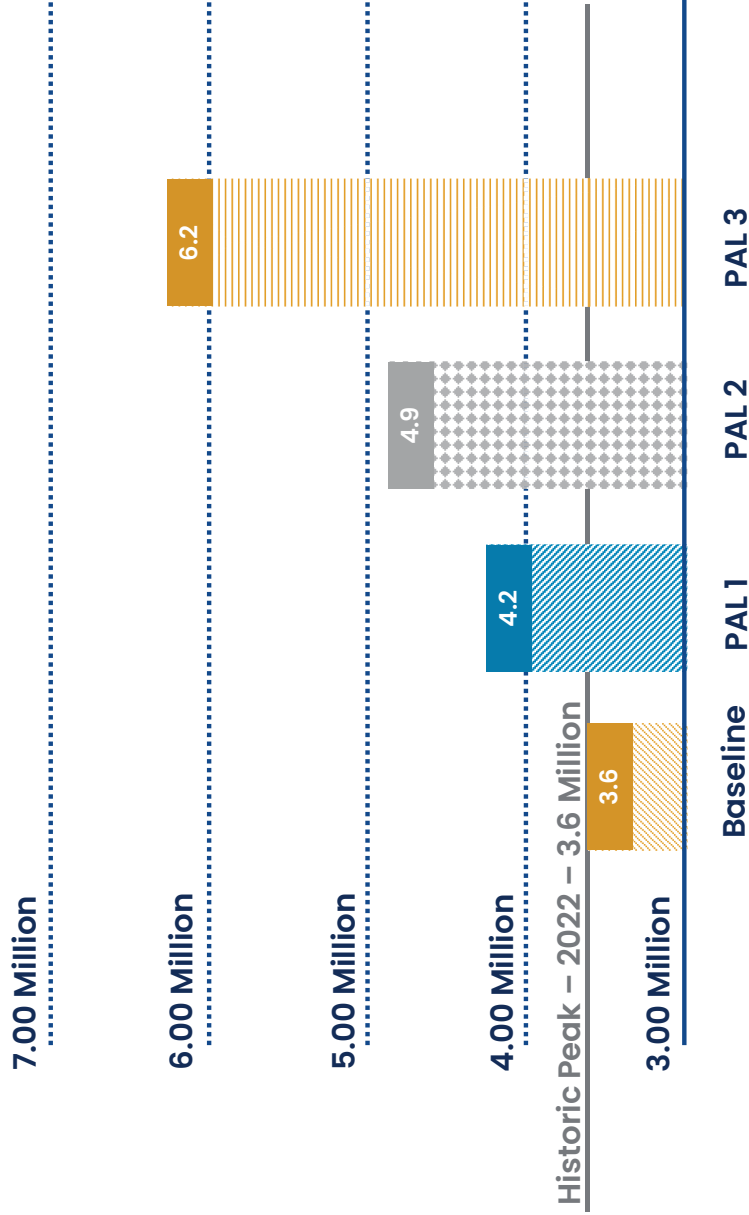


Future Aviation Activity

- Annual Enplaned Passengers 2.3% Average Annual Growth Rate



ANC MASTER PLAN
PALs – Cargo Tonnes



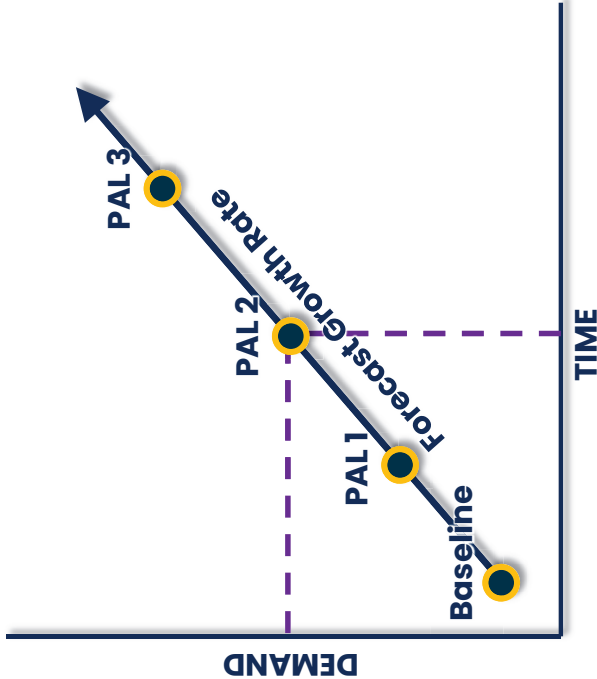
**Future Aviation
Activity**

- Annual Cargo Tonnes
2.8% Average Annual
Growth Rate

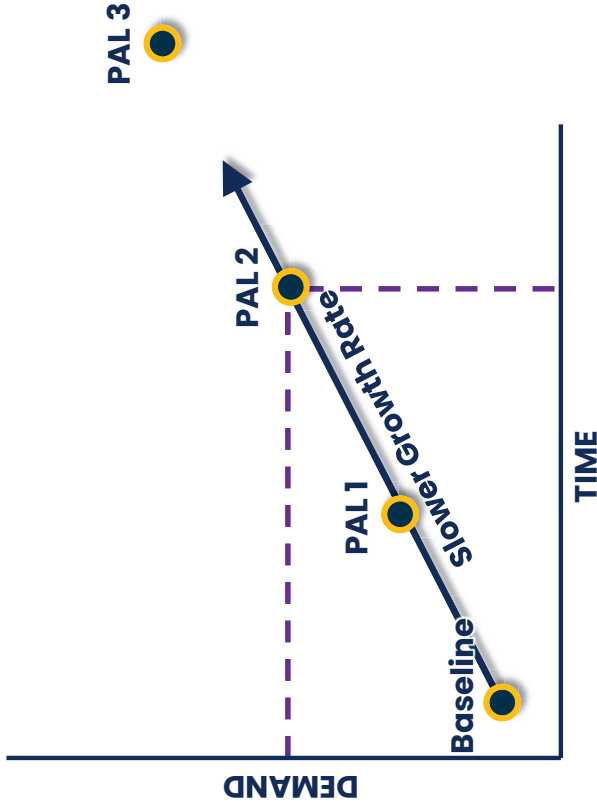


Planning Activity Levels (PALs)

Forecast Growth



Slower Growth





Airport Boundary

Runway 25L Blast Pad Does Not Meet Current FAA Standards (length)



- VOR Navigational Aid
- Runway 15 Localizer
- Police Training Facility



DRAFT

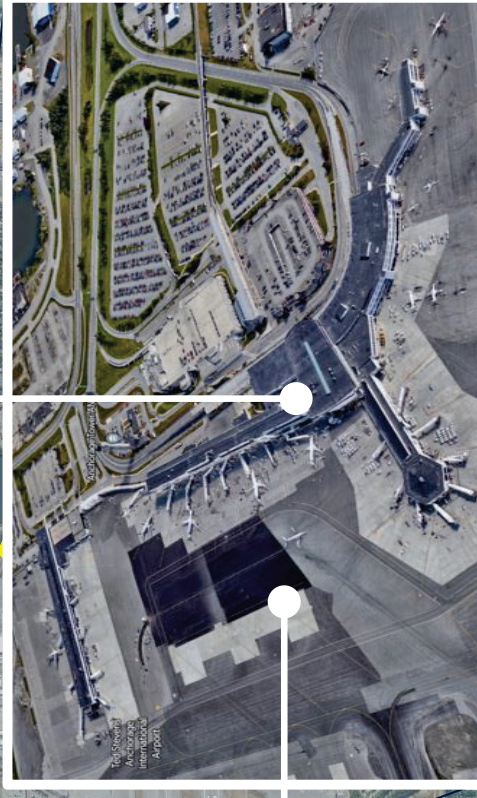
Terminal Facility Requirements

South Terminal Building

- Near-term capacity enhancement required for airline **ticketing, security screening checkpoint, and baggage make-up**
- Capacity enhancement required for **baggage screening** in long-term

Apron

- Passenger growth will require **new gates** at the South Terminal or increased use of the North Terminal
- Additional **commuter capacity** needed





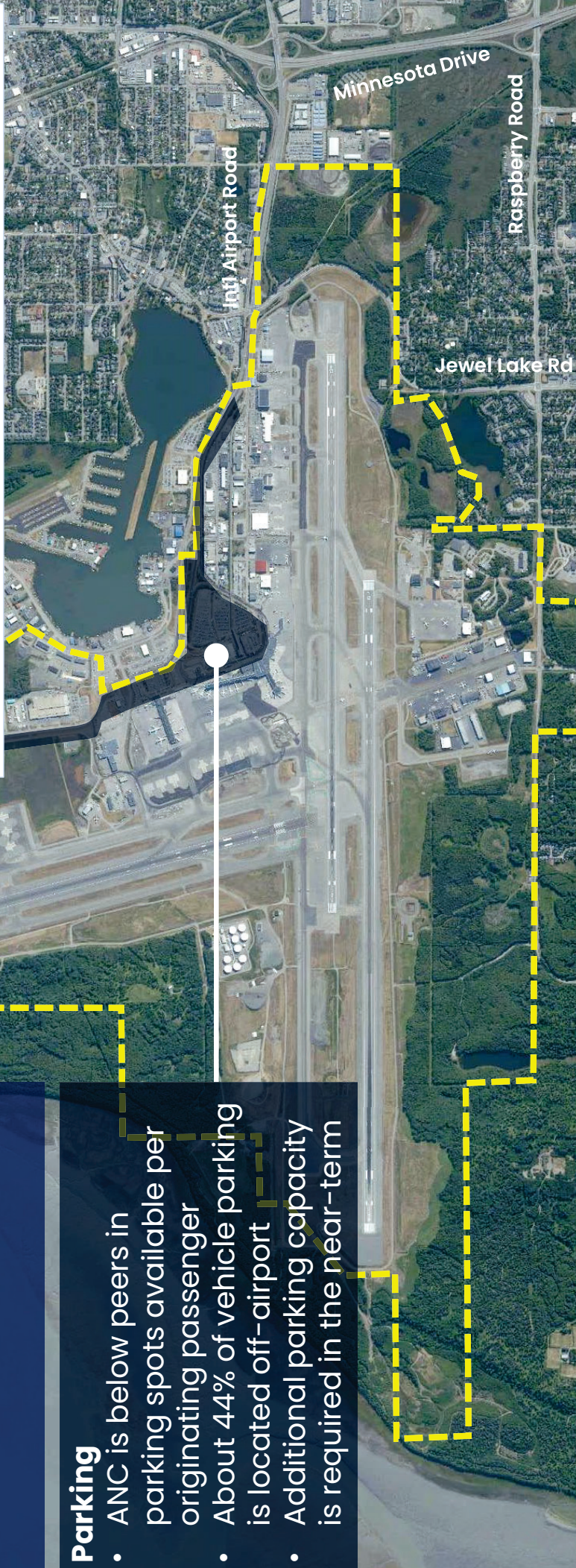
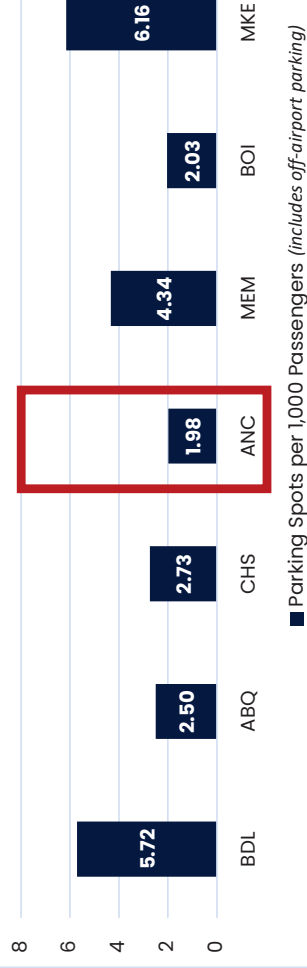
DRAFT

Landside Facility Requirements

Parking

- ANC is below peers in parking spots available per originating passenger
- About 44% of vehicle parking is located off-airport
- Additional parking capacity is required in the near-term

Parking Spots per 1,000 Originating Passengers





DRAFT

Support Facility Requirements

Air Cargo Buildings

- Cargo processing buildings are congested
- Additional **cargo building space** required in near-term

Air Cargo Parking

- Planned cargo parking will meet cargo aircraft parking demand

General Aviation

- Additional **building & landside capacity** may be required in near-term
- Additional **apron area** may be required in mid-term

Aircraft Rescue and Fire Fighting (ARFF) & Police Facilities

- Main station undersized; **expand or relocate** in near-term
- Police training facility **relocation** required in near-term
- Auxiliary ARFF station undersized



Facility Requirements

ANC MASTER PLAN

Facility Requirements Summary

- Airside**

Modest taxiway and runway improvements are required to meet FAA airfield design standards.

- Terminal**

Expand the South Terminal or increase use of the North Terminal to meet future demand for passenger flights and add gates.

- Landside**

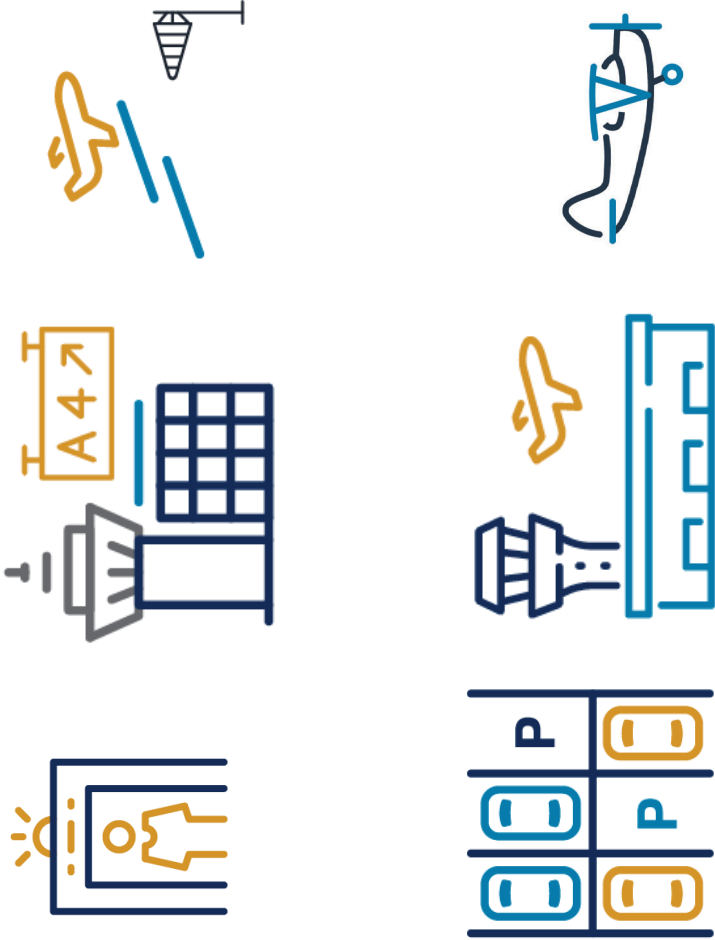
Airport parking supply does not meet demand and should be increased to provide more on-airport parking.

- Cargo handling**

Additional warehousing and cargo processing infrastructure is anticipated. Cargo plane parking currently in development will meet projected demand.

- Support Facilities**

Aircraft Rescue and Fire Fighting (ARFF) expansion and modernization will be required.



WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
- Facility Requirements

– **Next Steps / Meetings**



Next Steps:

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Meeting No. 3: December 2023 / Alternatives for Development Consideration

The logo for the Anchorage Naval and Air Station (ANG) is located in the top right corner. It consists of the letters "ANG" in a bold, white, sans-serif font, with a stylized white aircraft silhouette integrated into the letter "G". The logo is set against a solid blue rectangular background.

ANG

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ANG

Attachment B

Meeting Materials

Posters

FAQ

Fact Sheet

Info Cards



Welcome to the **ANC** Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Today's Agenda

- 5:30 PM Public Meeting Begins
- 5:45 PM Presentation
- 7:30 PM Public Meeting Ends

Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport.

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at (907) 931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

SEPTEMBER 2023



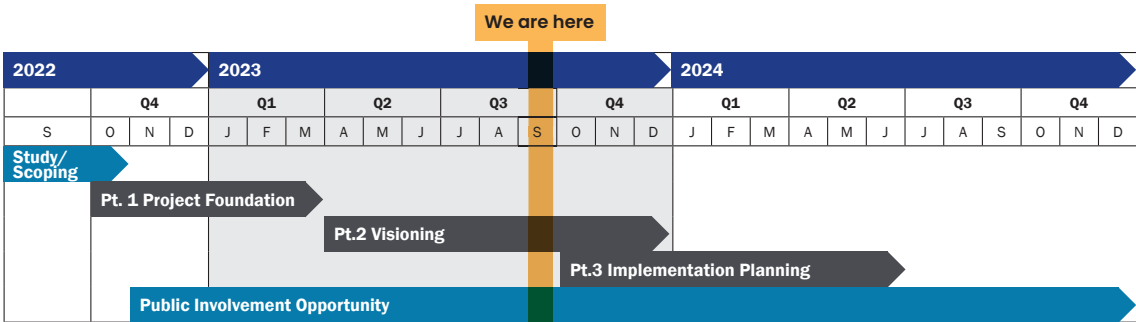
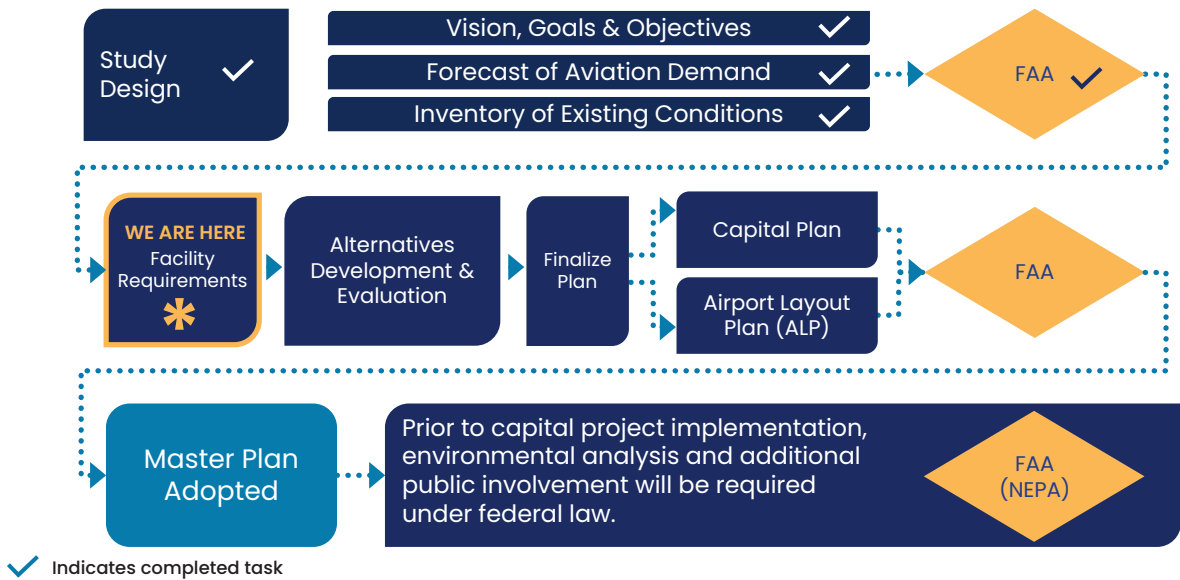
ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

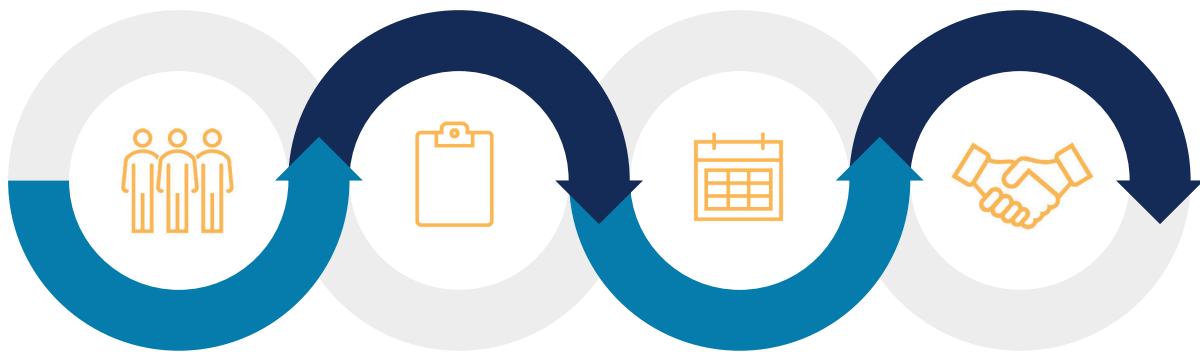
– *FAA Advisory Circular 5070-6B, Airport Master Plans*

MASTER PLAN PROCESS OVERVIEW & SCHEDULE



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

EMAIL LIST

Sign-up to receive updates on project progress

PUBLIC OPEN HOUSES

Regular updates on master plan progress

PROJECT WEBSITE

Project information sharing online

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

WORKING GROUP

Tenants, community councils, and other organizations

SOCIAL MEDIA

Follow the airport on social media for project updates

TRIBAL OUTREACH

We will invite engagement by leadership of local Tribes



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met.

COMMENT HIGHLIGHTS TO DATE



THINGS TO CONSIDER

- Noise
- Smell
- Air quality
- Nearby neighbors
- Accommodate freight growth
- Flight path management
- Transportation options to/from airport
- Improved IT solutions to track carbon emissions
- Development close to residential areas, schools, and parks
- Need for additional runway capacity either at ANC or another location

IDEAS

- On-site hotel
- Quiet hours at the airport
- Mini movie theatre similar to Portland's Airport
- Rail connection
- Cargo airport on Fire Island (or new airport elsewhere)
- Roundabout at Sand Lake Road & Raspberry

IN SUPPORT OF

- Refrigeration building
- Updating master plan in general
- Growth/expansion (facility improvements)
- Bringing in more airlines
- Improve NAVAIDs & Air Traffic sequencing to use existing runways

COMMENT HIGHLIGHTS TO DATE



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IN SUPPORT OF

- Refrigeration building
- Updating master plan in general
- Growth/expansion (facility improvements)
- Bringing in more airlines
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FACILITY REQUIREMENTS



PROJECTIONS OF FUTURE FACILITY NEEDS

- What facility improvements are needed for ANC to accommodate forecast growth

PROJECTS WHEN IMPROVEMENTS ARE NEEDED

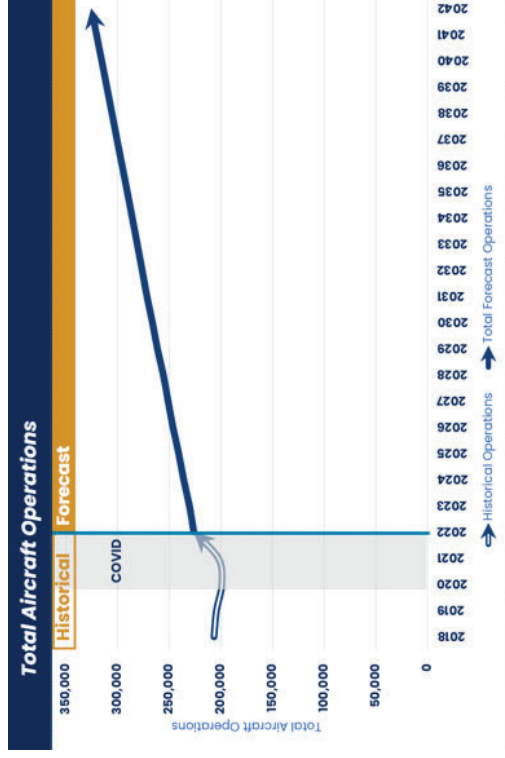
- Needs for future facilities are tied to Planning Activity Levels, not years

HOW ARE FACILITY REQUIREMENTS DERIVED?

- Analysis based on projected growth in passengers, operations, cargo, and general aviation
- Input from airport staff, tenants, and FAA
- Input from airline personnel and operators
- Facility observations by the technical team
- Consultant analysis based on experience at similar airports

FORECAST: OPERATIONS & PASSENGER ACTIVITY

Operations



- Forecast of Operations**

One plane landing or taking off is an operation

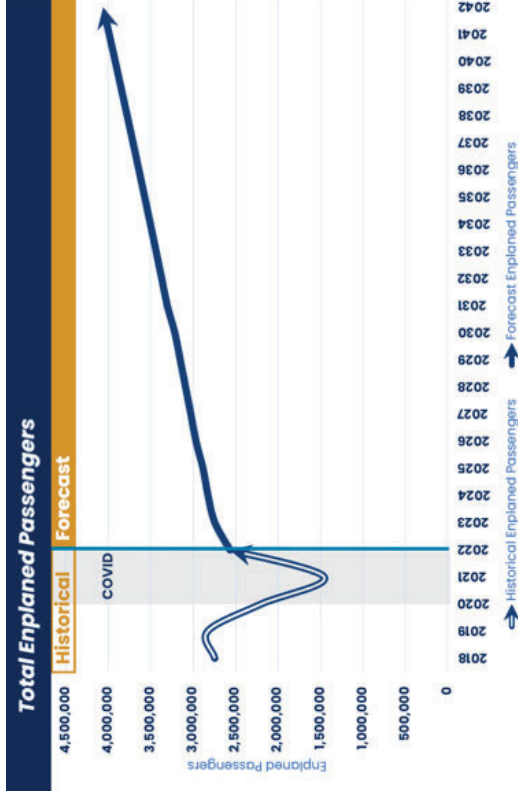
- Drivers of Operations Growth**

International trade and economics (cargo)
Changes in aircraft types (airplane size)
Changes in airplane use (load factors)

- Anticipated Rate of Growth**

1.8% per year over the 20-year planning period
226,346 operations in 2022
276,414 operations in 2032
325,775 operations in 2042

Passenger Activity



- Forecast of Enplanements**

One person boarding a plane at ANC is a passenger enplanement

- Drivers of Passenger Growth**

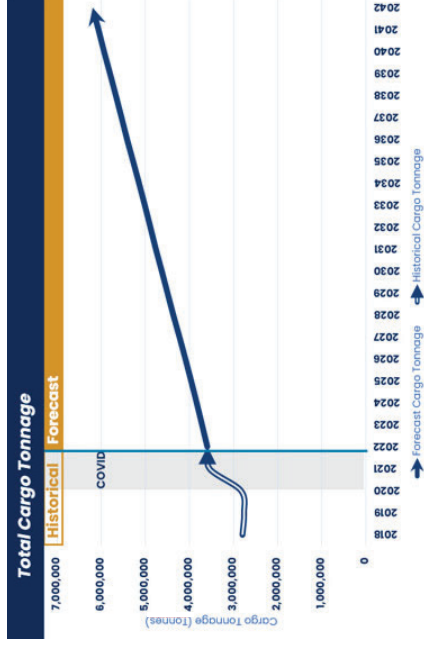
Alaska population and job growth
U.S. tourism demand for Alaska
International tourism demand for Alaska

- Anticipated Rate of Growth**

2.3% per year over the 20-year planning period
2.56 million enplanements in 2022
3.37 million enplanements in 2032
4.06 million enplanements in 2042

FORECAST: CARGO & GENERAL AVIATION

Cargo



- Forecast of Air Cargo (Tonnes)**

The forecast considers cargo that is moving to and from Alaska and within Alaska
International cargo moves between Asia and the Americas but transits through ANC

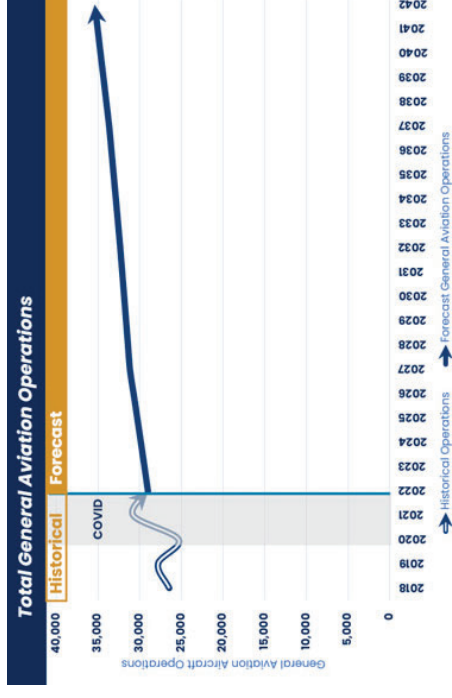
- Drivers of Cargo Growth**

Alaska's economy and international economics
Alaska has a high demand for air cargo
ANC is a key stop for Asia-America air cargo trade
Cargo growth at ANC is primarily driven by global economic forces, not local or state economics

- Anticipated Rate of Growth**

2.8% per year over the 20-year planning period
3.59 million tons in 2022
4.88 million tons in 2032
6.18 million tons in 2042

General Aviation



- General Aviation Operations**

Includes small aircraft and business aviation
GA makes about 13% of all ANC operations
Lake Hood activity is not included in the forecast

- Drivers of General Aviation Growth**

Local, state, and national economic forecasts

- Anticipated Rate of Growth**

1.0% per year over the 20-year planning period
29,000 operations in 2022
32,000 operations in 2032
35,000 operations in 2042
GA operations account for about 13% of all operations at ANC today and are expected to decrease to about 11% of operations in 2042.



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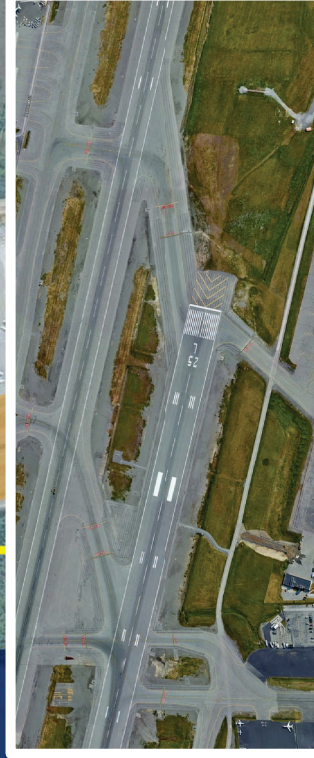
Airfield Facility Requirements

Legend

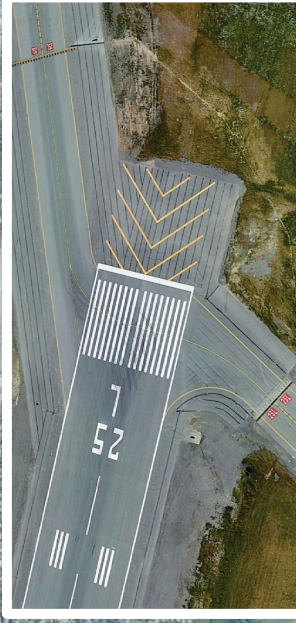
Airport Boundary



15



Angled Crossfield Taxiway Geometry Does Not Meet Current FAA Standards



Runway 25L Blast Pad Does Not Meet Current FAA Standards (length)

7R

7L

33

25L

25R

Taxiway Z Development Impacts

- VOR Navigational Aid
- Runway 15 Localizer
- Police Training Facility

Based on FAA Airport Design Standards, all aircraft are adequately served by existing runway lengths. Some minor improvements suggested to meet current FAA standards include increasing length of Runway 25L's blast pad and improving the angle of the Crossfield Taxiways. Taxiway Z extension is scheduled for phased construction from 2023-2029, which will require some other facilities to be relocated.



DRAFT

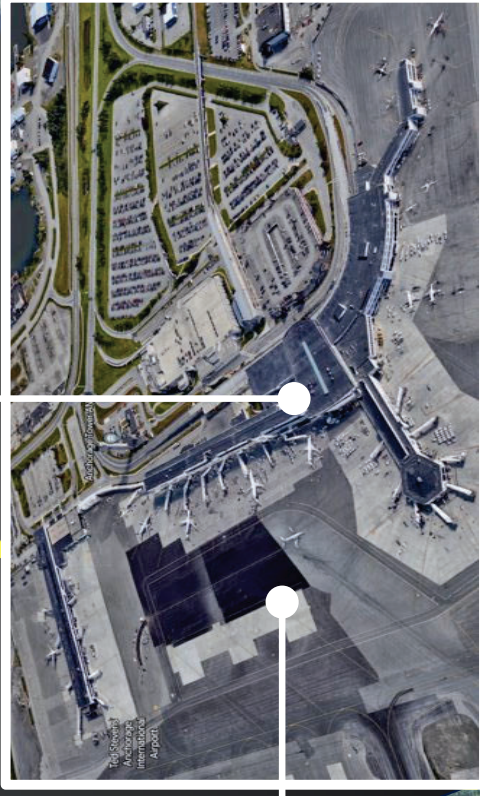
Terminal Facility Requirements

South Terminal Building

- Near-term capacity enhancement required for airline **ticketing, security screening checkpoint, and baggage** make-up
- Capacity enhancement required for **baggage screening** in long-term

Apron

- Passenger growth will require **new gates** at the South Terminal or increased use of the North Terminal
- Additional **commuter capacity** needed



Passenger growth will require both gate expansions in the South Terminal as well as enhanced capacity for airline ticketing, security screening checkpoints, and baggage.



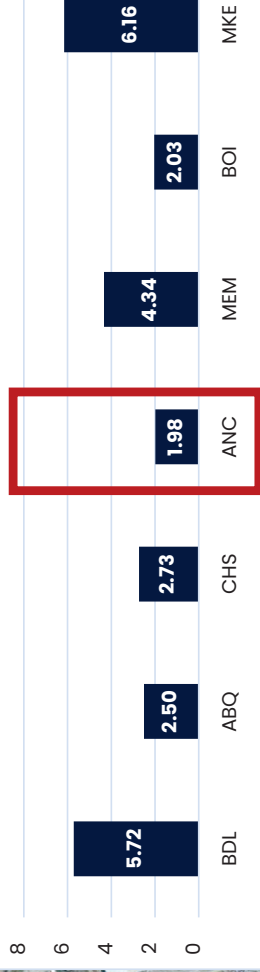
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Landside Facility Requirements

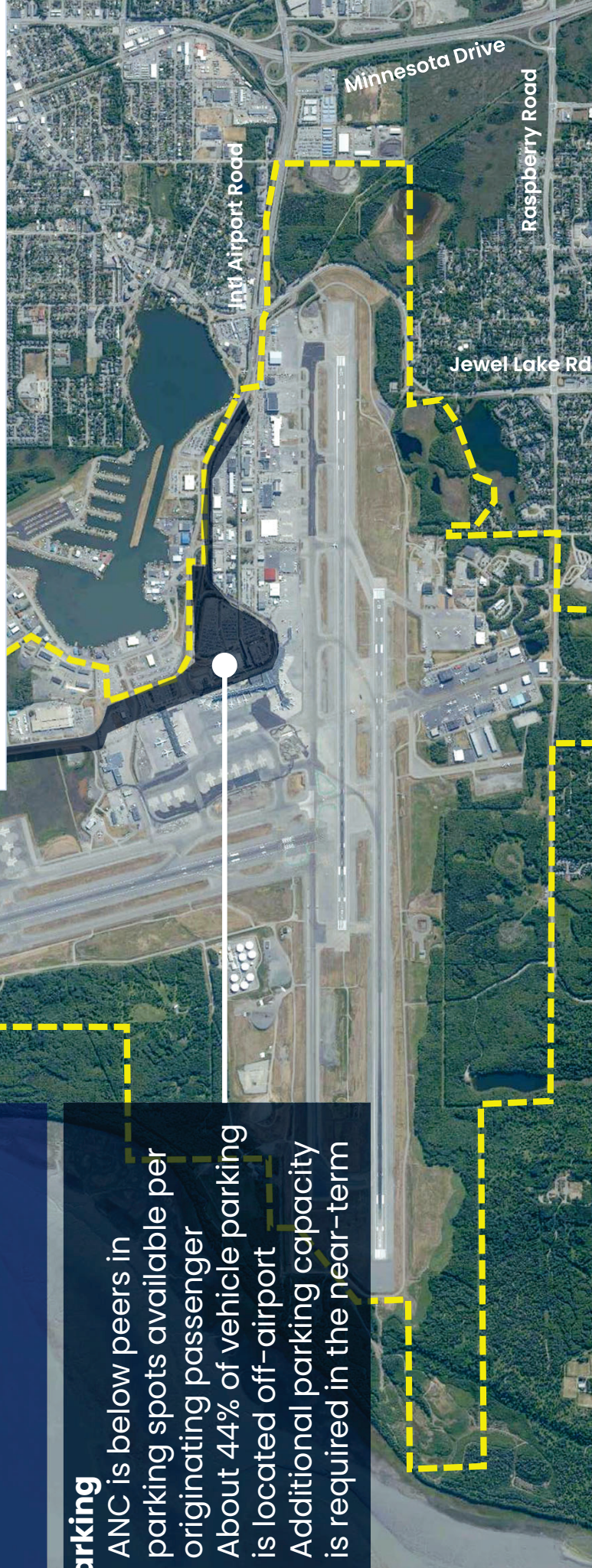
Parking

- ANC is below peers in parking spots available per originating passenger
- About 44% of vehicle parking is located off-airport
- Additional parking capacity is required in the near-term

Parking Spots per 1,000 Originating Passengers



■ Parking Spots per 1,000 Passengers (includes off-airport parking)



Parking for both employees and passengers do not adequately serve the needs of the airport. In comparison to similar airports, Anchorage is below peers in passenger to parking ratios.



DRAFT

Support Facility Requirements

Air Cargo Buildings

- Cargo processing buildings are congested
- Additional **cargo building space** required in near-term

Air Cargo Parking

- Planned cargo parking will meet cargo aircraft parking demand

General Aviation

- Additional **building & landside capacity** may be required in near-term
- Additional **apron area** may be required in mid-term

Aircraft Rescue and Fire Fighting (ARFF) & Police Facilities

- Main station undersized; **expand or relocate** in near-term
- Police training facility **relocation** required in near-term
- Auxiliary ARFF station undersized

High growth has continued to increase the need for building and landside capacity in the near-term. Additional space is required for support facilities to accommodate demand.

COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update Public Meeting #2

Welcome to the best any accessible online public meeting for the September 14, 2023, Anchorage International Airport Public Meeting. The purpose of this online public meeting is to allow the materials that were presented at the September 14, 2023, in-person public meeting. This online platform is open from September 14 to September 18, 2023. Your feedback is important to us! Visit the contact us section of the meeting to leave your feedback.

Navigating this site
This site is best viewed on your desktop or laptop computer at 100% view. You may click the tabs on the left side of the screen to visit each poster station. If you prefer to experience this Online Public Meeting in full format only, visit the full format page of the meeting.

Welcome

The AIC Master Plan Update (MPU) will provide recommendations to airport facility, operations, and cargo growth based on aviation forecasts and facility requirements.

Today's Agenda:

- 5:00 PM Public Meeting Begins
- 5:45 PM Presentation
- 7:30 PM Public Meeting Ends

Please note that the meeting is about the master plan for the Ted Stevens Anchorage International Airport.

The NorthLink Project is a separate project working independently of the AIC MPU. For NorthLink questions please contact the NorthLink Project team at (907) 531-6350 or info@northlinkair.com or visit www.northlinkair.com.

What is an airport master plan?

The Federal Aviation Administration (FAA) recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport's long-term development and is typically updated every 5 to 7 years. The airport last completed a master plan update from 2012 to 2014. Since then, many changes have occurred that merit a new master plan update. Of note, the Alaska and northwestern hemisphere flight due to the rise of a coronavirus which has impacted cargo traffic. In Alaska, a port of call has impacted the local and state economies. The COVID-19 pandemic drastically altered travel patterns for several years, but they appear to be returning to near normal passenger levels. Tourism in Alaska continues to grow.

Master Plan Process Overview & Schedule

1. Study Design

We review previous studies to develop a well-defined project approach that follows FAA guidance.

2. Vision, Goals & Objectives

Goals and objectives for the Master Plan Update are defined.

3. Aviation Forecast

Using feedback from the major airline stakeholders, develop an Aviation Forecast of projections for passengers, cargo, and operations of AIC Airport. The forecast will include insight on future activity and will be presented to the public after the work is completed by FAA.

4. Inventory

Update any changes that have occurred since the previous master plan update. Airport staff, tenants, and stakeholders help identify changes in the existing conditions.

5. Facility Requirements – We are here!

Facility requirements are primarily determined by technical analysis of existing facility data relative to forecast demand for this master plan update. Facility requirements will only upon demand-level trigger points to establish a need for additional throughput capacity. A trigger point is the point at which throughput exceeds an established facility capacity, degrading facility performance at level of service and resulting in a need for an improved or expanded facility. This status is common to using a calendar to establish a timeline for facility improvements.

6. Alternatives Development & Evaluation

Prepare conceptual development plans for meeting the established facility requirements. Typically, several solutions or alternatives are considered to meet future facility needs.

The alternatives are screened using evaluation criteria to identify those that best meet the Airport's needs. Multiple alternatives are then refined and combined to more fully address airport needs and evaluation criteria and move forward.

7. Final Master Plan Report

The facilities implementation plan provides recommendations on how to implement the Master Plan Update and the preferred alternative. This often includes a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. To-scale airport drawings that make up the will be updated, depicting proposed developments that make up the selected alternative.

- Master Plan Update conditions, findings, and development plans will be documented in a draft and a final report. The report will include a summary of public involvement activities and outcomes. The report will also include a financial feasibility analysis for identified Airport improvements. The final report will be published and made available to the public.
- The facilities implementation plan provides recommendations on how to implement the Master Plan Update and the preferred alternative. This often includes a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. To-scale airport drawings that make up the AIP will be updated, depicting proposed developments that make up the selected alternative.
- Master Plan Update conditions, findings, and development plans will be documented in a draft and a final report. The report will include a summary of public involvement activities and outcomes. The report will also include a financial feasibility analysis for identified Airport improvements. The final report will be published and made available to the public.
- The Master Plan Update is anticipated to take roughly 18 months to complete, with a final completion date of December 2024. The schedule may change. The best way to stay up to date is to sign up for email updates.

Schedule

The Master Plan Update is anticipated to take roughly 18 months to complete, with a final completion date of December 2024. The schedule may change. The best way to stay up to date is to sign up for email updates.

Public & Stakeholder Involvement Plan Overview

COMMENT TRACKING

- Gathering feedback and responding broadly

EMAIL LIST

- Sign-up to receive updates on project progress

PUBLIC OPEN HOUSES

- Regular updates on master plan progress

PROJECT WEBSITE

- Project information sharing online

AIRLINE ADVISORY COMMITTEE

- Airline participation and involvement

WORKING GROUP

- Tenants, community councils and other organizations

SOCIAL MEDIA

- Follow the airport on social media for project updates

TRIBAL OUTREACH

- We will include engagement by leadership of local tribes

Goals and Objectives

The goals and objectives (G&O) will be used to evaluate alternative actions for meeting the primary purpose of the Master Plan Update: evaluating the best course of action for Airport development to meet future aviation demand.

The following goals were identified at the project's outset in a staff and airport leadership workshop and two meetings conducted from the prior Master Plan. Project goals are broad statements about what the Airport hopes to achieve through the Master Plan Update process.

G&O 1. SAFETY

Goal: Maintain or enhance the safe operation of the Airport

G&O 2. EFFICIENCY

Goal: Maintain or enhance the efficient operation of the Airport

G&O 3. ENVIRONMENTAL AWARENESS

Goal: Minimize the impact of airport development through environmental awareness

G&O 4. FISCAL SUSTAINABILITY

Goal: Maintain the long-term fiscal sustainability of the Airport

G&O 5. LAND MANAGEMENT

Goal: Facilitate long-term Airport development through strategic land management planning

G&O 6. COMMUNICATION

Goal: Engage stakeholders through open communication

Master Plan Update provides effective dialogue between the Airport and stakeholders.

G&O 7. RESILIENCE

Goal: Minimize impact of operational interruptions and disruptions

OBJECTIVES

The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met.

Comments: Highlights to Date

We are sharing to you what we have received over a total of 28 public comments through email, phone calls, and public meetings to date. Most of the comments are in favor of the airport master plan and operations, with some concerns to consider when planning things to consider.

- Noise
- Road
- Air quality
- Nearby neighbors
- Accommodate freight growth
- Flight path management
- Transportation options to/from airport
- Improved IT solutions to track carbon emissions
- Development close to residential areas, schools, and parks
- Need for additional runway capacity either at AIC or another location

Ideas

- On-site hotel
- Quiet hours at the airport
- New movie theatre similar to Portland's Airport
- Rail connection
- Cargo airport on the island (a new cargo extension)
- Roundabout at Sand Lake Road & Rongway

In support of

- International building
- Updating master plan to general
- Growth expansion (facility improvements)
- Bringing in more airlines
- Improve NATAS & Air Traffic sequencing to use existing runways

Aviation Forecast

The Aviation Forecast has been approved by the FAA in September 2023. Outputs are listed for the categories below: operations, passenger activity, cargo, and general aviation.

Facility Requirements

Facility requirements identify the scale and type of improvements AIC will need to accommodate forecast growth safely and comfortably for future years. The following facility requirements are being actively worked that will allow the need for improvements of specific periods in time.

Projections of future facility needs

- What facility improvements are needed for AIC to accommodate forecast growth

Projects when improvements are needed

- Needs for future facilities are not in planning activity lines, not years

How Are Facility Requirements Derived?

- Analysis based on projected growth in passengers, operations, cargo, and general aviation
- Input from airport staff, tenants, and FAA
- Input from airline personnel and operations
- Facility observations by the technical team
- Consistent analysis based on experience at similar airports

Airfield Facility Requirements

Based on FAA Airport Design Handbook, all aircraft are adequately served by existing runway lengths. Some minor improvements suggested to meet current FAA standards include increasing length of Runway 20L, taxiway and improving the angle of the Crossfield runway. Taxiway 2 extension is scheduled for ground construction from 2023-2024, which will require AIC staff to be involved in the project.

Terminal Facility Requirements

Passenger growth will require both gate expansions in the South Terminal as well as enhanced capacity for airline slotting, security screening checkpoints, and baggage.

South Terminal Building

- Near-term capacity enhancement required for airline slotting, security screening checkpoints, and baggage make-up
- Capacity enhancement required for baggage screening in long-term

Agron

- Passenger growth will require new gates at the South Terminal or increased use of the North Terminal
- Additional terminal capacity needed

Landside Facility Requirements

Parking for both employees and passengers do not adequately serve the needs of the airport. In comparison to similar airports, Anchorage is below peers in passenger to parking ratios.

Parking

- AIC is below peers in parking spots available per originating passenger
- About 45% of vehicle parking is located off-airport
- Additional parking capacity is required in the near-term

Support Facility Requirements

High growth has continued to increase the need for building and landside capacity in the near-term. Additional space is required for support facilities to accommodate demand.

Air Cargo Buildings

- Cargo processing buildings are congested
- Additional cargo building space required in near-term

Air Cargo Parking

- Planned cargo parking will meet cargo aircraft parking demand

General Aviation

- Additional building & landside capacity may be required in near-term
- Additional Agron area may be required in mid-term

Aircraft Rescue and Fire Fighting (ARFF) & Police Facilities

- Main station undisturbed, expand or relocate in near-term
- Police training facility relocation required in near-term
- Auxiliary ARFF station undisturbed

Comments

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

Ways to Comment:

Fill out a comment sheet.

Email us at info@anchorage.gov

Fill out our comment form online at <https://surveys.anchorage.gov>

Call the project hotline at 907-268-3000 and leave a voicemail.

Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

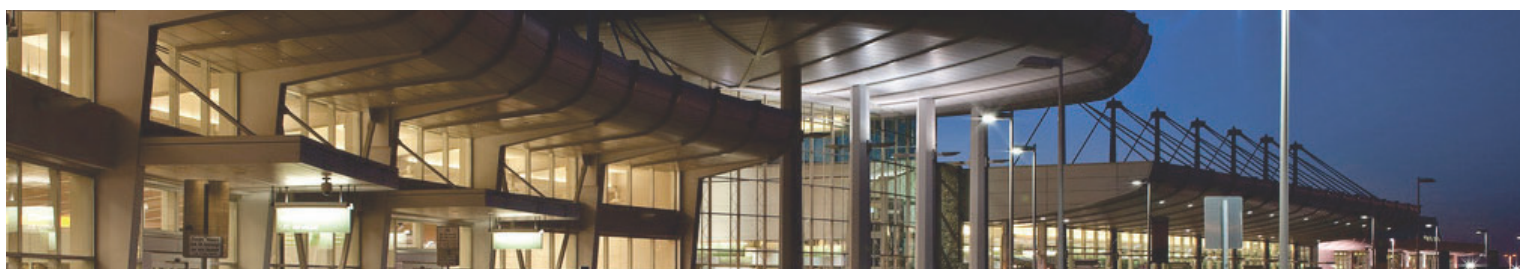
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

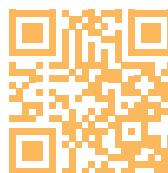
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



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HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) is in need of a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.



Contact

Evan Pfahler, Project Manager
RS&H, Inc.
(310) 692-2052 | info@ancmpu.com

Katherine Wood, Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Public Involvement Program (PIP)

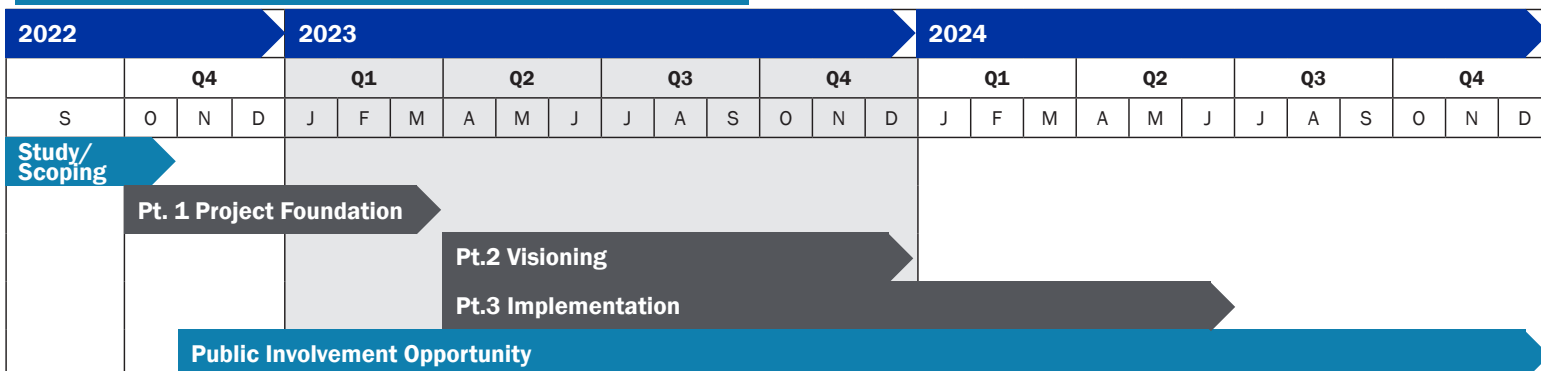
In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions that could affect their lives and believes that public input will help make the Master Plan Update a success. Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.

Schedule

The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.





Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Contact Us

Questions? Comments?

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Eblast 1: Email Announcement

Eblast 2: Email One-Week Reminder

Eblast 3: Email Today Reminder

[View this email in your browser](#)

Anchorage Airport Master Plan Update Public Meeting Notice

Join Us!

The Master Plan will guide future airport development. You are invited to a public meeting to learn about the aviation forecast and facility requirements.



Public Meeting Details

Date & Time

Thursday, September 14, 2023
5:30 - 7:30 PM with a
presentation at 5:45 PM

Location

Coast Inn at Lake Hood
(McKinley Ballroom)
3450 Aviation Avenue
Anchorage, AK 99502



Can't make the meeting?

Visit us online from September 14 - 28 for a Online Public Meeting.
To learn more about the master planning process, a [Public Involvement Plan](#) is available on the website.



Questions or comments?

Katherine Wood, Public
Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com

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Social Media Posts



Dimond junior Eleasha Sapon gets a dig during the Lynx's 3-1 home victory on Tuesday.

Photos by BILL ROTH / ADN

HIGH SCHOOL VOLLEYBALL

After sluggish start, Dimond defeats Chugiak in 4 sets to begin title defense

The Lynx overcome inconsistency in the opening two sets to take down the Mustangs in their regular-season opener.

Josh Reed
Anchorage Daily News

Even though it has a relatively new roster compared to the one that captured the Division I state title last year, the 2023 Dimond volleyball team battled back and took control in its season-opening win over Chugiak on Tuesday night like a group that had been playing together for a while.

The Lynx split the first two sets with the formidable Mustangs, rallying in the first and coming up just short in the second but then never trailed once in the third or fourth or fifth.

"We're all very new as a team together, so getting that connection to push each other to pursue what our potential is really helpful," Dimond senior hitter Brooklyn Williams said. "Just being there for everyone is such an important quality. Team chemistry is what is really valuable, and that's what I appreciate about this team this year. We're all new with each other but we're also close already."

The 3-1 (25-23, 24-26, 25-22, 25-20) win for Dimond was the second time the two teams had matched up in a matter of days. Dimond took a 25-21 win over the weekend as well.

"We knew it was gonna be a battle because we saw them this (past) weekend at the (Chugiak Invite) tournament," Dimond coach Kim Lauwers said. "I think we match up very well. We respect them a lot so it was great to get the win at home."

Williams is one of the few returners from last year's team and had the game-winning



Dimond senior Allivia McKenna tosses a ball into crowd prior to the Lynx defeating the Chugiak Mustang 3-1 at home on Tuesday.

kill to end the fourth set. She led the Lynx with 13 kills.

"That was awesome," she said. "I was really scared because there was a lot of noise ... and they were catching back up and I just went for it. It felt really good in the end."

The Lynx nearly trailed by double figures in the first set but were able to claw their way back from the brink to win it 25-23.

"We just had to kind of focus on our side of the net and not worry about the score and try to correct some mistakes," Lauwers said. "Chugiak is a very, very good team, and when that was happening, we just had to kind of work on our unforced errors."

The second set began as a back-and-forth affair. Chugiak led by as many as five at one point before Dimond tried to pull off yet another rally. The Lynx came very close to winning a second straight set and even tied it 24-24 before the Mustangs pulled ahead for the last time to win 26-24.

"Keeping our heads up and just realizing we're not done yet, and we still have more sets to go is really what helped us push through," Williams said.

The Lynx were able to make some offensive adjustments that led to them being able

See DIMOND, A11

MLB

White Sox snap Mariners' win streak

Ryan Divish
The Seattle Times

CHICAGO — With uniforms heavy and soaked from the sweat pouring out of their bodies, a product of the sunny and sweltering sauna they were playing in on Wednesday afternoon, it would've been easy for thoughts of postgame air conditioning and an upcoming night at home to stifle the motivation to grind out one more inning of at-bats.

Realistically, the road trip was already a success. And baseball doesn't let you win every game.

Not this team. Not these players.

Down two runs going into the bottom of the ninth and having done little offensively in the afternoon heat that reached 99 degrees with a heat index that made it feel like 110, the Mariners wouldn't surrender to the conditions or the broken team that was beating them.

Instead, Seattle scored three runs in the top of the ninth to grab their first lead of the game.

But reliever Andres Munoz couldn't close out the win, giving up a run in the bottom of the ninth.

In extra innings, the Mariners failed to score in the top of the 10th and lost the game with an uncharacteristic mistake by J.P.

See MARINERS, A11

US OPEN 2023

Alcaraz, Djokovic symbolize transition

Howard Fendrich
Associated Press

Based on the reactions on social media, it seems everyone in the world of tennis was riveted by Novak Djokovic's victory over Carlos Alcaraz in the final of the last tournament for both ahead of the U.S. Open.

It was a titanic, 3½-hour-plus showdown between the two titans of the men's game at the moment — the third time they've played each other in Djokovic's past three events, each on a different surface — and set the stage for what will be an expected meeting to determine the champion at Flushing Meadows, where play begins Monday and finishes on Sept. 10.

Last weekend's contest at the hard-court Cincinnati Masters, in which Djokovic, who is 36, saved a championship point in the second set and Alcaraz, who is 20, saved four in the third before succumbing 5-7, 7-6 (7), 7-6 (4), also served to symbolize the state of change the sport currently finds itself in, a year removed from Serena Williams' farewell match in New York and Roger Federer's retirement announcement soon thereafter.

Alcaraz is The Next Big Thing,

See US OPEN, A11

NFL

Jake Bobo hoping to become latest undrafted rookie to make Seahawks roster

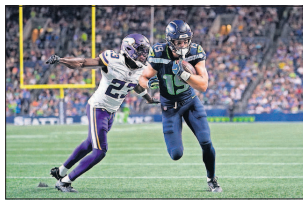
Shane Lantz
Associated Press

RENTON, Wash. — Jake Bobo came into training camp with something to prove.

Now, a spot on the Seattle Seahawks 53-man roster seems to be within his grasp.

Bobo felt "disappointed" and "disrespected" after not being picked in the 2023 NFL draft. Despite a strong showing in his one season at UCLA, Bobo's draft stock plummeted after he ran a jackluster 4.99 in the 40-yard dash at the Bruins pro day.

Just a few months later, Bobo is on the cusp of making the Seahawks roster as an undrafted free agent after an impressive pre-season. His teammates and many Seahawks fans are rooting for Bobo to make the squad. He even has his



Seattle Seahawks wide receiver Jake Bobo, right, runs for a touchdown against Minnesota Vikings cornerback Andrew Booth Jr. during the second half of an NFL preseason football game in Seattle on Aug. 10.

own hashtag — #moreBobo — on social media.

"It means a ton," Bobo said. "I'm not sure what I've done to kind of garner that kind of support, but it's much appreciated for sure. It definitely drives me to continue to get better ...

and make a push to try to make the squad."

If he does survive final cuts, Bobo will be the latest in a line of undrafted free agents to make the roster during Pete Carroll's tenure, including the likes of Doug Baldwin, Jermaine

Kearse, and Poona Ford.

"I think before coming up here, I didn't really grasp (with) this organization how they view undrafted guys," Bobo said. "Obviously, I've come to feel that a little bit. Just being able to kind of be talked about in the same breath as those guys I'm honored. But at the end of the day we've got work to do."

Bobo spent his first four college seasons at Duke where he was a two-time All-ACC selection. He transferred to UCLA for his final year and had 57 catches for 817 yards and seven TDs.

While he may not be the fastest receiver on the field, Bobo has shown an ability to get open and use his 6-foot-4 frame to get in position to make plays. Bobo

See SEAHAWKS, A11

ANC Anchorage Airport Master Plan Update Public Meeting #2 Notice

Please join us at a public meeting to learn more about the aviation forecast and facility requirements.

Join us!

Meeting Details Date & Time: Thursday September 14, 2023 5:00 to 7:30 PM Presentation at 5:45 PM

Location: Coast Inn at Lake Hood (McKinley Ballroom) 3450 Aviation Avenue Anchorage, AK 99502

Online Public Meeting Can't make the meeting? Visit us online from September 14-28 for an Online Public Meeting at ancmpuonline.com

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REWIND

The South girls swimming team narrowly beat a resurgent Eagle River squad with an overall team score of 83-79 on Friday, thanks in larger part to their impressive depth. The Wolverines had at least a pair of top-three finishers in either relay team or individual races in six events. They swept the podium in the girls 50-yard freestyle with Elizabeth Bingham (25.82) claiming first followed by Megan

The Anchorage Wolverines took the ice for the first of the 2023 NAHL regular season this past Saturday and are off to a 1-0 start after defeating the Minnesota Wilderness 5-1 at the St. Luke's Sports and Event Center in Proctor, Minnesota. The team had five different players record a goal with Finnish forward Oliver Salo scoring the first in the first minute of the game and Japanese forward Taisetsu Ushio scoring

SHINING OUTSIDE

All three of the NFL teams that feature Alaska-born players were victorious in their regular-season openers. Palmer's Malaesala Aumavae-Laulu was a healthy scratch for the Baltimore Ravens' 25-9 win over the Houston Texans and Anchorage's Tyree Wilson recorded a tackle and saw 32 total defensive snaps in the Las Vegas Raiders' 17-16 win over the Denver Broncos. Anchorage's Brandon Pili played

Fairbanks' Rutny Hebard came off the bench and recorded a season-high 10 points in 12 minutes of action as she helped the Chicago Sky clinch a decisive 92-87 victory over the Minnesota Lynx on Friday. It marked the most points she has scored in a game since June 19, 2021, when she dropped 13 points in a 91-81 win over the Connecticut Sun. Hebard finished Friday's game 4-of-5 from the field and recorded three defensive rebounds and a blocked shot.

Tuesday, September 12, 2023 | Anchorage Daily News

Volleyball
Dimond at South, Tuesday
at 7:30 p.m. and East at South.

endurance runners from every high school grade classification will be competing against their peers in the same grade heading into the weekend. The 3K course race will pit freshmen against freshmen, sophomores against sophomores, juniors against juniors and seniors against seniors in both the boys and girls divisions.

Florida St. (3)	2-0	1413	4
Iexas (2)	2-0	1338	11
Southern Cal	3-0	1269	6
Ohio St.	2-0	1265	5
Penn St.	2-0	1204	7
Washington	2-0	1102	8
Notre Dame	3-0	1015	10
Alabama	1-1	953	3
Tennessee	2-0	929	9
Utah	2-0	847	12
Oregon	2-0	827	13
LSU	1-1	667	14
Kansas St.	2-0	636	15
Oregon St.	2-0	605	16
Mississippi	2-0	565	20
Colorado	2-0	481	22
Oklahoma	2-0	453	18
North Carolina	2-0	444	17
Duke	2-0	431	21
Miami	2-0	230	-
Washington St.	2-0	129	-
UCLA	2-0	107	-
Iowa	2-0	106	-

Teams receiving votes: Clemson 86, Arkansas 10, Texas 19, Kansas 19, Tulane 17, Wisconsin 10, Kentucky 5, Mississippi 3, S. Minnesota 3, Cincinnati 3, Fresno St. 2, Wyoming 1, Oklahoma St.

WEEK 1

Jim Schwartz might have been one of the offseason's most important acquisitions. The Browns had one of the worst defenses in the league, and he was clearly against the run. The fired defensive coordinator Joe Woods and replaced him with Schwartz, a veteran known for his aggressive style. They also overhauled their front around Myles Garrett, Ogbo Okoronkwo and Za'Darius Smith, along with safety Juan Thornhill.

In Week 1, the Browns' defense appeared capable of carrying the team into the playoffs. They held the AFC North's Cleveland throttled the Bengals, 24-3, and held Cincinnati to 142 total yards and 2.8 yards per play. Joe Burrow, fresh off signing the richest contract in NFL history, passed for 200 yards. But Kevin Stefanski gave Schwartz the game ball.

The Jaguars could be the surest bet to win a division in the NFL. The Titans are the Jaguars' primary competition in the AFC South, and Tennessee suffered a scrapy, 16-loss in New Orleans. Jacksonville already has a one-game lead on every team in what could be an otherwise wretched division.

The Jaguars' pass rush is overwhelming. Dallas crushed the New York Giants, 40-0, in a way that isn't exactly sustainable. The Cowboys scored early and often, but sustained a blocked field-goal attempt and an interception. They cannot count on non-offensive touchdowns. But they can count on the ferocious pass rush that prevented Dallas from putting things together anything that resembled a coherent offensive plan.

The Cowboys bullied the Giants' offensive line and battered quarterback Tony Stewart. The Jaguars built to create big plays, such as the pick-six Treyton

The Ravens' offense has work to do. But

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***** REMINDER *****

Join us next week for our second Ted Stevens Anchorage Airport Authority meeting. Join us to **make the meeting!** Join us on **Monday, September 14, 2015** from **September 14-18** for the **2015** **ANCHORAGE AIRPORT AUTHORITY** **MEETING**.
www.anchorpublicmedia.com

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ANC Anchorage Airport Master Plan Update
Public Meeting #2 Notice

**PUBLIC MEETING NOTICE
REMINDER**
Anchorage International Airport
September 14-28, 2012
9:00 a.m. - 12:00 p.m.

*** **REMINDER** ***

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ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

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STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa

being first duly sworn on oath
deposes and says that she is
a representative of the
Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on

Print run dates: 8/24, 9/12 / 2023
Digital run dates: 9/4 - 9/17 / 2023

and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

Signed

Lisi Misa

Subscribed and sworn to before

me this 22nd day of September

2023

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES
7/14/2024

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

ANC

**ANCHORAGE AIRPORT
MASTER PLAN UPDATE
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE
SEPTEMBER 14, 2023**

5:30PM - 7:30PM

→ **COAST INN AT LAKE HOOD**

3450 AVIATION AVENUE

ANCHORAGE, AK 99502

CLICK THE BANNER FOR DETAILS!

ANCMFV.COM

PRESENTATION

5:45PM

**MCKINLEY
BALLROOM**

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SEPT. 14 - 28

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PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE
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**PRESENTATION
5:45PM
MCKINLEY
BALLROOM**

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SEPT. 14 - 28
[ANCMPUONLINE.COM](https://ancmpuonline.com)**



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ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #2 AND ONLINE MEETING NOTICE

SEPTEMBER 14, 2023



5:30PM - 7:30PM
PRESENTATION @ 5:45

MEETING LOCATION
DETAILS



JOIN US AT:
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(MCKINLEY BALLROOM)
3450 AVIATION AVENUE
ANCHORAGE, AK 99502

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**ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #2 AND ONLINE MEETING NOTICE**

SEPTEMBER 14, 2023

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Notice of Anchorage Airport Master Plan Update Public Meeting

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Attachments, History, Details

Attachments

None

Revision History

Created 8/24/2023 3:21:51 PM by camcdowell

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage, Central Region, (ANC) Ted Stevens Anchorage International Airport
Project/Regulation #:	
Publish Date:	8/24/2023
Archive Date:	9/14/2023
Events/Deadlines:	



Ted Stevens Anchorage International Airport

August 28, 2023 · 🌐



We are holding our second public meeting to update you on progress on the new ANC Master Plan. Come be part of the process and have your voice heard in the future of YOUR airport! ✈️

TO DO:

**ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE**

THURSDAY, SEPTEMBER 14, 2023

DETAILS BELOW

Thu, Sep 14, 2023

ANC Master Plan Update

Anchorage, AK

23 people interested

☆ Interested

👍 You and 2 others

3 comments

👍 Like

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Most relevant ▼



Comment as Pearl-Grace Pantaleone





Thursday, September 14, 2023 at 5:30 PM

ANC Master Plan Update

Coast Inn at Lake Hood

About

Discussion



Details

25 people responded

Event by Ted Stevens Anchorage International Airport

Coast Inn at Lake Hood

Public - Anyone on or off Facebook

Please join us at a Public Meeting to learn more about the aviation forecast and facility requirements.

Public Meeting

Thursday, September 14, 2023

5:30 to 7:30 PM

Presentation a... See more

Anchorage, Alaska

Meet Your Host



Ted Stevens Anchorage International Airport

43 past events · Page · Airport

Ted Stevens Anchorage International Airport is Alaska's largest commercial airport.

Message



Coast Inn at Lake Hood

3450 Aviation Ave, Anchorage, AK

Welcome to The Coast Inn at Lake Hood-An Anchorage Legend-Trip Advisor Travelers Choice Award 2023

Guests

See all

2
Went

23
Interested

Popular with friends



Sat, Sep 21 at 3PM AKDT

R-DAY 2024

5813 Airport Way S, Seattle, WA 98108-2713, United States

Josh is interested

Interested





Ted Stevens Anchorage International Airport

September 12, 2023

Just a reminder that our next public meeting for the new ANC Master Plan is coming up this Thursday!!

TO DO:



**ANCHORAGE AIRPORT MASTER PLAN UP
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE
THURSDAY, SEPTEMBER 14, 2023**

DETAILS BELOW

Thu, Sep 14, 2023

ANC Master Plan Update

Anchorage

23 people interested

☆ Interested

7



Comment as Pearl-Grace Pantaleone



From: [Pantaleone, Pearl-Grace](#)
To: [Pantaleone, Pearl-Grace](#)
Subject: RE: ANC Monthly Update - September 2023
Date: Wednesday, September 27, 2023 1:59:44 PM

From: Ted Stevens Anchorage International Airport <dotpf.announcement@service.govdelivery.com>
Sent: Wednesday, September 6, 2023 1:19 PM
To: Wood, Katherine <katherine.wood@hdrinc.com>
Subject: ANC Monthly Update - September 2023

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ANC South Terminal



Parking Limitations:

ANC would like to thank everyone for their ongoing patience with our South Terminal Parking Garage construction. We know, it feels like it is taking forever but there is an end in sight. Parking will continue to be limited until construction winds down in October. Travelers should allot extra time to either find parking on or off-site. Please obey all construction information signs around the airport and drive safely. Learn more about parking options and the construction project at: [ANC Parking Garage Partial Closure - Ted Stevens Anchorage International Airport \(ancairport.com\)](#)

Out for Public Notice:

The Federal Aviation Administration (FAA), Alaska Region, has issued a Final Environmental Assessment (Final EA) and Finding of No Significant Impact (FONSI)/Record of Decision (ROD) to construct new cargo infrastructure at Ted Stevens Anchorage International Airport (ANC). The FAA issued its Final EA and FONSI/ROD on August 16, 2023. For further information contact Kristi Ponozzo, FAA Environmental Protection Specialist, Alaska Region Airports Division, 222 West 7th Avenue, MS #14, Anchorage, AK 99513, 907-271-3665. The Final EA and FONSI/ROD are available for review at the following locations:

(1) Online: <https://dot.alaska.gov/anc/SouthAirparkCargo>.

(2) Hard copies are available to review in the Ted Stevens Anchorage International Airport Leasing office located at 5000 West International Airport Road, Leasing Staff Office, 3rd Floor, or FAA Alaska Region Airports Division, 222 West 7th Avenue, MS #14, Anchorage, AK 99513.

ANC Master Plan Public Meeting:

The Anchorage Airport is hosting a Master Plan Update Public Meeting on Thursday, September 14, 2023, from 5:30 to 7:30 PM at the Coast Inn at Lake Hood in the McKinley Ballroom. You are invited to learn about the aviation forecast and facility requirements. For those unable to make the meeting, there will be an Online Public Meeting from September 14–28 at www.ancmpuonline.com. To receive future project updates, please sign up for emails on our website: www.ancmpu.com

No RVs or Other Oversized Vehicles Under the South Terminal Loop Bridge:

A gentle reminder that any vehicle over 10'6" (RVs, sprinter vans, oversize vehicles, etc.) must use the commercial curb at the South Terminal. There is a sign with flashing lights to warn drivers of the height restriction before the entrance under the South Terminal Loop bridge. There is also a safe turnout to use to switch to the commercial pickup curb.

RV damage caused from hitting the underside of the bridge can be substantial, not to mention the cost of damage to ANC infrastructure. If you do not know how tall your vehicle is, please do not go under the Terminal Loop Bridge.

Construction at the Airport:

ANC is doing an extension of Taxi way Z, which is near South Airport Park (near Kulis). Construction is ongoing 7 days a week with heavy equipment running from 7am to 7pm. Occasionally the contractor will perform maintenance on the equipment during evening hours. The project is slated to be completed on Oct. 1. The Airport is working with the contractor to keep construction-related noise to a minimum.

Looking for a Career Change?

Join ANC's team of award-winning staff! Jobs available at ANC include a Program Coordinator II (Communications Coordinator), equipment operators and more. Positions at ANC under active recruitment efforts are posted online at www.JoinANC.com or through Local 71 at the following web addresses: local71.com/jobs.

Sign up for GovDelivery:

For those that want to receive important public notices right in their email inbox are encouraged to sign up at service.govdelivery.com/accounts/AKDOT/subscriber/new. The official public notice website for the state of Alaska is located at [Welcome - Alaska Online Public Notices \(state.ak.us\)](http://Welcome-Alaska-Online-Public-Notices.state.ak.us).

Ted Stevens Anchorage International Airport | 5000 W. International Airport Rd | Anchorage, AK 99502



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This email was sent to katherine.wood@hdrinc.com using GovDelivery Communications Cloud on behalf of: Alaska Department of Transportation & Public Facilities · PO Box 112500 · Juneau, AK 99811 · 907-465-3900



Attachment E

Meeting Results

Sign-In Sheet

Meeting Notes

Committee Meeting Notes

Title IV Reports

ID	Start time	Completion time	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	9/14/23 17:00:55	9/14/23 17:12:50	Michael I sweet	Commodity Forwarders	Michael.sweet@ciferishables.com	4000 w. 50th # 1 anc an 99502	Man	Black (B)
2	9/14/23 14:00:13	9/14/23 17:13:27	Lamar cotten	Turn again cc	Licotten@gci.net	3840 Richard e Byrd sr		White (W)
3	9/14/23 17:13:34	9/14/23 17:17:19	Steve strait		Akstevestrait@gmail.com	99517	Woman	White (W)
4	9/14/23 17:12:55	9/14/23 17:17:24	Teresa Hall		Tchmed@aol.com	Anchorage AK99502		Other (O)
5	9/14/23 17:17:34	9/14/23 17:20:12	Laura Straud	Pyros aircraft spa	Laurastraud089@gmail.com		Man	White (W)
6	9/14/23 17:17:35	9/14/23 17:20:25	Chris Blankenship	DOWL	Pyrosaircraftspa@yahoo.com		Prefer not to say	White (W)
7	9/14/23 17:20:16	9/14/23 17:26:11	Tom Middendorf	None	Tmidendorf@dowl.com	2905 Marston Drive Anch AK 99517	Woman	White (W)
8	9/14/23 17:20:37	9/14/23 17:27:29	Jim Kubitz	Self pilots	James.kubitz@gmail.com	ANC	Woman	White (W)
9	9/14/23 17:26:24	9/14/23 17:28:38	Elizabeth Taylor Forsman	CRW Engineering Group	sonoliz@aol.com	3940 Arctic Blvd Anchorage 99503	Man	White (W)
10	9/14/23 17:27:49	9/14/23 17:29:01	A Sacks		Asacks@crweng.com			
11	9/14/23 17:29:16	9/14/23 17:29:45	Duane hippe					
12	9/14/23 17:28:51	9/14/23 17:30:30	Robert forsman	Forsman air	Bobimfly@aol.com	7024 Arnold Ave unit D, anchorage AK 99506	Man	Other (O)
13	9/14/23 17:29:59	9/14/23 17:31:03	Karen Merkle			3330 Orbit Dr	Woman	White (W)
14	9/14/23 17:30:35	9/14/23 17:31:17	Nick Straka	Dowl	Nicholasbstraka@gmail.com		Man	White (W)
15	9/14/23 17:31:21	9/14/23 17:32:08	Jon Isaacs		isaacs@gci.net			Other (O)
16	9/14/23 17:31:11	9/14/23 17:32:53	Jim McCormack	Na	Jmccormack8325@gmail.com	3810 Ronald Amundsen Ave #A an h 99517	Man	White (W)
17	9/14/23 17:32:12	9/14/23 17:33:17	Charles kasmar		Chuck@kasmarlaw.com			
18	9/14/23 17:32:59	9/14/23 17:34:30	William Hawley		Hawleys@acsalaska.net	P o box 91927: anch ak 99509	Man	White (W)
19	9/14/23 17:33:21	9/14/23 17:34:50	Brian Hove		brian.e.hove@gmail.com	3801 W. 40th Avenue Unit A	Man	White (W)
20	9/14/23 17:34:46	9/14/23 17:38:03	Lyn Clark	N/A	xracers01@gmail.com	3850B Lincoln Ellsworth 99517	Woman	White (W)
21	9/14/23 17:34:56	9/14/23 17:40:03	Michael Hansmeyer	Stantec	Michael.hansmeyer@stantec.com		Man	White (W)
22	9/14/23 17:38:12	9/14/23 17:40:59	Larry Boyle		Larryboyle@alaska.net	3805 Richard Evelyn Byrd St Anchorage		
23	9/14/23 17:41:05	9/14/23 18:00:28	Careless Nagata	Stantec	Carel.nagata@stantec.com	725 E Fireweed, Suite 200, Anchorage, AK	Woman	Asian (A)
24	9/14/23 18:00:35	9/14/23 18:20:58	Colleen Moran	Public	Colleen_wilt@hotmail.com	99517	Woman	White (W)
25	9/14/23 17:32:34	9/14/23 17:33:34	Becky Patterson Bunde		beckybunde2017@gmail.com	3754 Richard Evelyn Byrd #A	Woman	White (W)
26			Mike Lee	ANC				
27	9/14/23 17:33:31	9/14/23 17:34:39	Jodi Gould	SOA, DOT&PF	jodilynngould@gmail.com	2612 Glenwood Street, Anchorage, 99508	Woman	White (W)
28			Susan Urig		susan.urig@gmail.com			
29	9/14/23 17:34:02	9/14/23 17:35:28	Ann Marie		alarquier@gmail.com		Prefer not to say	White (W)



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

Thursday, September 14, 2023

5:30 – 7:30 PM

Coast Inn at Lake Hood

Denali Ballroom, First Floor

Attendees

ANC	RS&H	HDR	Public Attendees
Craig Campbell Trudy Wassel Teri Lindseth Cristin Jones Mike Lee Jodi Gould	Evan Pfahler Gareth Hanley Benjamin Moncrieff	Katherine Wood Pearl-Grace Pantaleone Rory McAllister Alice Rademacher	Lamar Cotton Michael Sweet Teresa Hall Steve Strait Laura Straud Chris Blankenship Tom Middendorf Jim Kubitz Elizabeth Taylor Forsman A Sacks Robert Forsman Duane Hippe Karen Merkle Susan Urig Nick Straka Jim McCormack Jon Isaacs Charles Kasmar Becky Patterson Bunde William Hawley Brian Hove Ann Marie Lyn Clark Michael Hansmeyer Larry Boyle Careless Nagata Colleen Moran

Presentation Questions & Comments:

1. Do we have any idea how long the master plan will take and how does it affect the Lake Hood Master Plan?
 - The current ANC Master Plan will take 18-24 months to complete. We expect that a Lake Hood Master Plan will be updated soon, probably in the next 2 or 3 years.
2. How do the ANC and Lake Hood Master Plans work together?
 - Both facilities serve very different types of air travel. The FAA Airport Traffic Control Tower controls the airspace for both airports and will continue to do so. However, from a facility planning perspective, they're separate.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

3. How accurate is comparing vehicle parking between Anchorage and other airports of similar sizes?
 - Additional parking will be required in Anchorage and while some airports of similar sizes might not necessarily require the same amount, we believe that additional parking capacity will help ANC.
4. Does ANC actually prioritize and value GA development when air cargo activity is a greater revenue stream?
 - ANC is a public-use airport and therefore cannot restrict use of the facility to one type of user or another. It's open to all aircraft operators that want to use the facility. People that use ANC for GA mostly fly pretty large planes that work well with the infrastructure that exists at ANC and they would benefit from upgrades at the airport. It's not prioritized, but the GA demand exist at ANC, and the existing runways and infrastructure synergize well.
5. Re: PFAS at the airfield, have you looked at that with the facility requirements or is that one of the alternatives? How does that affect the airport?
 - Good news, FAA issued a cert-alert just this week that allows a non-PFAS foam to be used by airport firefighters. FAA has not issued guidance or funding on it yet. As for PFAS, we know it exist in soil at the airport and it's a consideration we're taking in alternatives planning. As funding is available and rules are clarified, the airport will meet new regulations and guidance to address the problem.
6. How does passenger count drive the parking need?
 - Anchorage has a high proportion of tourists that come through, and that's partially why our parking requirements are lower than other airports of similar size (rental car, tour bus, etc.). We don't have all the necessary data yet for our analysis, but it's a component of why our parking is less than others.
7. You haven't talked about moving the ATC tower. Please elaborate on that.
 - The ATC tower is at ANC, but it's not owned by the airport. It's owned by the FAA, operated by the FAA, and the FAA has made the decision to relocate the tower. They are doing environmental and engineering studies related to the movement of the tower.
8. In the East Airpark there is a railroad spur on top of a berm, are there any plans to remove those?
 - No.
9. That beautiful train terminal is drastically underused. Is there any way to use that for tourists to get them from the airport?
 - That's a question for ARRC, and not something that the airport can control, as ARRC owns and operates the train terminal. We can document that feedback. It's primarily used to take tourists to Whittier and Seward.
10. Is this considered a master plan update or a new master plan?
 - Either term works. The airport has a master plan, and we update it regularly, so the same steps are required for either.
11. Many of us are not familiar with the last master plan update; what was implemented with the last one? Or what forecasts came true?



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

- We do consider the recommendations made in the previous master plan. Since that time the airport had growth up until COVID, which changed the dynamic of the airports. The airport is currently bouncing back; this year is expected to be a record. Planned activity levels from the previous update are being considered for this update. Additional changes include updates to the airfield to comply with the FAA standards. The airport has implemented the FAA requirements over the last decade, exactly as recommended.
- 12.** Are comments being taken on record? Or do we need to write them down ourselves?
 - We are taking notes. If you want your words verbatim or for any other reason, you can always write down comment as well. Each question and comment have the same weight.
- 13.** Is it within the scope of the master plan to help cargo growth with incentives?
 - Generally, no. We look at rules in place and try to understand possible growth and plan around big economic trends globally, nationally, and locally. We are not studying incentives.
- 14.** Where is the dividing line between where Lake Hood and the MPU are?
 - [Directed to map]. The dashed yellow line indicates the ANC boundary. At Lake Hood, 39 new aircraft parking spots are being developed to accommodate those that were cleared to make room for the relocated ATC tower.
- 15.** Is there any indication that the East Airpark will be treated any differently in this master plan in relation to the last master plan?
 - It's an important part of airport operations. The Master Plan is looking at how best to make use of the real estate in that area.
 - Airport staff are also evaluating how to make things "fair" in the East Airpark. Between leasing and the Airport Director, they are working on updating how the Airport does leasing and it is in development right now to increase consistency in leasing practices so that tenants can plan accordingly.
- 16.** In terms of people/airlines in the interior of the airport, how much is that addressed? I find it a disservice to airport users that there is a private lounge built in a public place that the public can't use. We can no longer access the public art that is now enclosed in the Delta Lounge.
 - You have the right to enter that facility if you express your interest in viewing the art in that area. The Airport is starting a process to move that art out of that space and make that more available to the public. The art may be moving to the connector to the rental car facility. As the airport operator, if a tenant expresses interest in leasing space in the terminal and it is available, the Airport is required to lease it to them.
- 17.** I am interested in how the North Terminal will be presented in the Master Plan.
 - Yes, we will be focusing on that in the Alternatives.
- 18.** As a passenger with a pet, are you going to add any pet relief in the airport?
 - There is one in the B Concourse. It's called a SARA, or Service Animal Relief Area.
- 19.** Has there been any effort in trying to align the master plan updates between ANC and Lake Hood?
 - The FAA encouraged separating them since the facilities cater to different kinds of users. but the plan is to align them so the Lake Hood Master Plan is completed a few years



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

after the ANC Master Plan. This allows for each Master Plan to focus on the needs of the specific facility, so each facility is maximized.

- 20.** In the last master plan update, there was supposed to be a bike path on the edge of the airport boundary. What happened to that?
- That recommendation was part of the Lake Hood Master Plan. It's still in the capital plan to be implemented but it hasn't been implemented yet.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Airline Advisory Committee (AAC) Meeting

Thursday, September 14, 2023

10:00 AM – 12:00 PM

Coast Inn at Lake Hood

Denali Ballroom, First Floor

Attendees

ANC	RS&H	HDR	Committee
Craig Campbell Trudy Wassel Teri Lindseth Cristin Jones Mike Lee	Evan Pfahler Gareth Hanley Benjamin Moncrieff	Katherine Wood Pearl-Grace Pantaleone Rory McAllister Alice Rademacher	Amy Fuller Lyman Cody Webb Robert Kelley Roger Emerson Jon Scudder Koji Hagiwara David Fiore (virtual) Dan Lansing (virtual) David Brewer (virtual) Kottayam Natarajan (virtual)

Presentation Questions:

- How do you determine the preferred alternative?
 - We start with workshops and charrettes with airport staff and consultant teams; afterwards we come back to stakeholder groups and the public with the alternatives and gather input on them.
- How can members of the public give input?
 - Online and in person, at any point during the process.
- Will there be a noise study conducted?
 - The airport did one following the last master plan and is planning to update the Part 150 Noise Study within the next couple of years.
- Proposed increased ramp space in South Airpark, will it alter figures due to added capacity? More cargo growth?
 - Our assumptions are based on market growth and then facility requirements are considered. A proposed development is not considered when forecasting growth.
- You're increasing ramp space, but how about snow removal? We've had previous delays due to snow removal rate.
 - In tenant areas, the tenant is responsible for snow removal, but with larger amounts it's a challenge. The airport has an annual budget set aside for minor improvements and maintenance that can be allotted to improving snow removal and storage if needed.
- Has the airport considered snow melters?
 - Yes. However, they are expensive and have not been proven to be very effective. They also have a lot of mechanical problems. Generally, they are simply not cost-effective.
- Are delay calculations made for cargo? Or passengers?
 - Both. FAA does not allow factoring in only one or the other. Through the Alaska International Airport System plan, the airlines reported that if delays are happening 10%



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Airline Advisory Committee (AAC) Meeting

of the time or more, action needs to be taken; we are vetting that assumption again and would appreciate airline feedback on the delay that could be tolerated. The airport operates very efficiently today and is nowhere near the threshold for required action.

- How do we break down terminal requirements? Queuing space? Security screening space?
 - TSA has equipment requirements that take up more space. More screening devices do have an effect on speed and queueing.
 - A suggestion would be to elaborate on what each category means (such as square footage, facilities, equipment, etc. on the Terminal Facility Requirements slide) on future slide updates.
- How much traffic at the airport is tourists vs. locals? What's the % of people who rent cars vs just park their cars long term?
 - We are working with the parking operator to acquire this information.
- Planning activity level vs Passenger activity level? Are they different?
 - PAL stands for Planning activity levels. These are based on operations and take all activity into account.

Presentation Comments:

- Pleased about #3 on Forecast Summary slide, glad that forecast shows that Anchorage will continue to grow and that will affect other industries.
- Do we need to re-evaluate the runway-need portion?
 - ANC operates efficiently today. The analysis will reevaluate the point at which airfield congestion becomes untenable.
- The Airport expanded ramp space previously without taking snow removal into account, which caused additional delays and equipment issues.
- 30-minutes before, 30-minutes after are reasonable times to expect gate availability at the South Terminal.
- 2035 is the targeted date for full electric vehicle implementation. There should be electric vehicle charging areas at the airport as well. (This is being looked at in the plan)
- Demand for facilities and parking: will work itself out with a combination of airport and tenant negotiations.

Round-Robin exercise regarding delays: "What is your delay threshold going forward?"

- No data or threshold that would set that off, but if UPS had a 30-minute delay 10% of the time, people would be starting to ask questions. Packages have to get to where they're going on time, or it disrupts the whole fleet. Any time we have a delay, it's analyzed very closely and has to be coded to specific reasons. Even a consistent 10-minute delay without a legitimate reason would have questions asked.
- 10% of the time would be untenable for us as a small airline (Grant Aviation). We only fly back and forth to a few places, and if we had regular delays, it would seriously damage our company.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Airline Advisory Committee (AAC) Meeting

I'd love for it to be shorter, but if it's 10% of the time at 30, we might be able to live with it. But 30 minutes for us, we're ready to launch the next flight, so that's lost revenue.

- JBER: 30 minutes seems like a distant metric. Frequent 15-minute delays also add up and cause problems. 30 minutes seems too lenient. Put another metric/examination in for what causes the increase between the two.
- FAA: Delays are a typical issue from the air traffic side. We have a few thresholds that can be crossed, sometimes due to runway closures or military traffic.
- Nippon Air Cargo: Are there restrictions on GA operations during peak periods? (Anchorage has a diverse mix of aircraft, and a lot of cargo service to parts of state use older aircraft, this creates a complex environment at the airport. How do you mix these operations?)
 - FAA is agnostic to user type during peak periods. Sometimes it just depends between the pilot and tower on who can wait for how long. Some are willing to tolerate additional delays.
 - Something we do consider in the model is aircraft types and limitations that each presents. We build larger gaps between types to make the model as real as possible and have it reflect real world conditions. We can't necessarily prioritize different types of operations, however.
- Seasonality needs to be kept in mind for delays – a peak delay of 30 minutes in the summer could cause massive cascade delays for connecting flights, especially the ones that operate once or less a day.
- What is the threshold where airlines might start flying over ANC due to its lack of reliability? Where might we get more capacity in the state if ANC can't keep up with demand in the future?
 - There are a wide range of alternatives and back-ups the airport can visit if congestion might become an issue. The goal here is to properly forecast the future and plan for it to prevent that from happening.

Post Presentation Comments & Questions:

- Master plan is not tied to years, it's tied to when we hit certain thresholds. It means we don't build things until we actually need them, rather than just on a set timeframe.
- Please get feedback on the PPT content back to us within 2-4 weeks.
- Will next meeting be a workshop format?
 - Yes.
- As far as electrical load and utilities, is that in scope?
 - Yes. That is in the scope to look at. Future utility infrastructure is not in scope, however.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Stakeholder Working Group (SWG) Meeting

Thursday, September 14, 2023

2:00 – 4:00 PM

Coast Inn at Lake Hood

Denali Ballroom, First Floor

Attendees

ANC	RS&H	HDR	Committee
Craig Campbell Teri Lindseth Cristin Jones Mike Lee	Evan Pfahler Gareth Hanley Benjamin Moncrieff	Katherine Wood Pearl-Grace Pantaleone Rory McAllister Alice Rademacher	Jenna Wright Joe Michel P.J. Cranmer Jonathan Linquist Ryan Yelle Joe Zerck Dana Pruhs Robert Auth Jon Isaacs Cathy Gleason Marty Bettis (virtual)

Presentation Questions:

- Will there be any correlations between the old master plan and the new one?
 - Yes, some data from the prior master plan correlates to the most recent master plan update, and that is shown on the slides where we had that data.
- Is it still possible to make changes to the current master plan?
 - Absolutely, we're taking input right now on all facets.
- With the population declining in the state, are you expecting travel to increase?
 - Woods & Poole, the company we are using for the study, does not anticipate a decline in population, and we are expecting travel to increase. AK also expects tourism to increase, among other industries.
- Does the price and availability of fuel factor into the master plan update?
 - Yes. The master plan assumes that fuel will continue to be provided by gas companies as well as increases to fuel cost.
- How are medivac flights categorized for the purposes of specific importance? What bucket are those in for the purpose of the forecast?
 - We are looking into what those are classified as and will get back to you with that information.
 - What are the percents of operations breakdown? The design day splits for the Baseline Planning Activity Level are as follows: 45% of operations are cargo, 38% of operations are passenger, and 17% of operations are general aviation.
- Is data tracked by specific operators as well?
 - There's an element of tracking for each operator, yes (e.g., Alaska Airlines is x% of operations, during x month).

- Do you use the busiest day of the busiest month as a benchmark?
 - No. We use an average day from the busiest month. Using an average day during a peak month is an industry standard for forecasting.
- Should you make a recommendation to airport leadership based on an 90th percentile of how busy it is?
 - Partially, there are also industry standards from numerous sources and airports from all over the world that drive these decisions. Level of service and how it correlates to congestion is also a factor.
- Are the crossfield taxiways mentioned high-speed?
 - No, they are angled, not high-speed taxiways.
- What does “untenable delay” mean?
 - 30-minute delay, 10% of the time. Specifically, 30 minutes of ground delay prior to departure.
- What about traffic at the North Terminal?
 - Our facility requirements analysis today doesn’t really take the North Terminal into account because it is so lightly used for passenger travel. The next phase of the study will address how we solve the passenger congestion by either expanding the south Terminal or rehabilitating the North Terminal.
- Are you differentiating between commuter flyers and passenger travel?
 - Yes, the facility requirements for the passenger security screening only considers the passengers traveling through the B and C Concourse.
- All of the growth you’re forecasting is only for existing carriers. Does the forecast consider possible new carriers?
 - The baseline forecast of activity includes operations, passenger enplanements, cargo tonnage, and general aviation. Predicted future demand is mostly distributed to existing carriers. In addition to the baseline forecast, scenarios are prepared to support the planning process and consider how new entrant airlines could impact demand. New entrants are, therefore, considered in forecast scenarios but not in the baseline forecast.
- Does “military operations at the airport” refer to military aircraft or contracted troop transportation?
 - It refers to any military owned aircraft.
- What other methods of transportation to and from the airport have you noticed with the shortage of parking due to construction over the summer?
 - We don’t have that data right now as it’s been so short term. There hasn’t been time for that data to coalesce.

Presentation Comments:

- Tech stops with GA have increased drastically lately in the Asian market. I feel like I’m just seeing lots of airplanes parked on the ramps.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Stakeholder Working Group (SWG) Meeting

- You might want to look into the effect specific types of planes have on congestion at the airport. A 747 takes far longer to taxi than any other type of airplane and causes massive delays.
- I disagree with relocating the police training facility on airport land. It's wasted revenue opportunity. We should see what we can do to free that land up for new airport operations.
- I encourage developing the area in West Airpark for aircraft parking. There are no houses over there to conflict with.

Post Presentation Comments & Questions:

- Are we using all the facilities at Fairbanks International Airport for cargo and is that ever going to be an issue? As in, are there other facilities that can handle excess cargo?
 - This ANC airport operates efficiently today and we're looking to use what we already have before branching out to other options. If there's continued growth, we can look into taking advantage of the Alaska International Airport System (including Fairbanks).
- Is the prohibition on nighttime flight over the Muni still in effect?
 - Yes. The Preferential Runway Use program is still in effect. Most operations of the airport go over the water rather than the city, but wind and weather mean we cannot always take the preferred path. Ultimately it is up to the Tower (FAA) and finally the pilots to determine flight paths.
- Echoing what has been said, using Fairbanks to support cargo demand should be looked at much further to ease stress on the Anchorage Airport.
- Are there other regional airports that could accommodate some demand so that the Anchorage Airport can have maximized efficiency? (Birchwood for example could take some of the GA traffic?)
- The Airport is such an important economic driver for Anchorage, if there are any significant factors limiting its growth definitely focus on those above all else.
- ANC is unique amongst airports. We're dealing with transit checks probably more than anywhere else on the planet. We want to be sure we don't implement anything that would cause airlines to look to do business somewhere else.
- We have three underlying land use plans for the Muni that would affect the airport (Title 21, West Anchorage District Plan, and the 2040 Land Use Plan). Each does reference the Airport and have some data that may be dated. I'd like to see comparisons between our data and yours and how they've aged over time.
- Knowing the amount of people going to the airport on public transportation, bicycles, and other modes of non-car transportation would be valuable.
- The Master Plan shows growth over the coming decades and are going to need additional help with water, road, sewer etc. before any expansions or growth is made or it will stress existing infrastructure. Providing utilities will also make it more feasible for developers to finance projects.



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 9/14/23 Time: 5:30-7:30 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)

☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 29 (attach copy of sign-in sheet)

Number of Minority present: 4 Number of Women present: 12

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

*Total number of citizens on CAG Board: N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

ID	Start time	Completion time	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	9/14/23 17:00:55	9/14/23 17:12:50	Michael I sweet	Commodity Forwarders	Michael.sweet@ciferishables.com	4000 w. 50th # 1 anc an 99502	Man	Black (B)
2	9/14/23 14:00:13	9/14/23 17:13:27	Lamar cotten	Turn again cc	Licotten@gci.net	3840 Richard e Byrd sr		White (W)
3	9/14/23 17:13:34	9/14/23 17:17:19	Steve strait		Akstevestrait@gmail.com	99517	Woman	White (W)
4	9/14/23 17:12:55	9/14/23 17:17:24	Teresa Hall		Tchmed@aol.com	Anchorage AK99502		Other (O)
5	9/14/23 17:17:34	9/14/23 17:20:12	Laura Straud	Pyros aircraft spa	Laurastraud089@gmail.com		Man	White (W)
6	9/14/23 17:17:35	9/14/23 17:20:25	Chris Blankenship	DOWL	Pyrosaircraftspa@yahoo.com		Prefer not to say	White (W)
7	9/14/23 17:20:16	9/14/23 17:26:11	Tom Middendorf	None	Tmidendorf@dowl.com	2905 Marston Drive Anch AK 99517	Woman	White (W)
8	9/14/23 17:20:37	9/14/23 17:27:29	Jim Kubitz	Self pilots	James.kubitz@gmail.com	ANC	Woman	White (W)
9	9/14/23 17:26:24	9/14/23 17:28:38	Elizabeth Taylor Forsman	CRW Engineering Group	sonoliz@aol.com	3940 Arctic Blvd Anchorage 99503	Man	White (W)
10	9/14/23 17:27:49	9/14/23 17:29:01	A Sacks		Asacks@crweng.com		Man	White (W)
11	9/14/23 17:29:16	9/14/23 17:29:45	Duane hippe				Man	Other (O)
12	9/14/23 17:28:51	9/14/23 17:30:30	Robert forsman	Forsman air	Bobimfly@aol.com	7024 Arnold Ave unit D, anchorage AK 99506	Woman	White (W)
13	9/14/23 17:29:59	9/14/23 17:31:03	Karen Merkle			3330 Orbit Dr	Man	White (W)
14	9/14/23 17:30:35	9/14/23 17:31:17	Nick Straka	Dowl	Nicholasbstraka@gmail.com		Man	Other (O)
15	9/14/23 17:31:21	9/14/23 17:32:08	Jon Isaacs	Na	isaacs@gci.net		Man	White (W)
16	9/14/23 17:31:11	9/14/23 17:32:53	Jim McCormack		Jmccormack8325@gmail.com	3810 Ronald Amundsen Ave #A an h 99517	Man	White (W)
17	9/14/23 17:32:12	9/14/23 17:33:17	Charles kasmar		Chuck@kasmarlaw.com		Man	White (W)
18	9/14/23 17:32:59	9/14/23 17:34:30	William Hawley		Hawleys@acsalaska.net	P o box 91927: anch ak 99509	Man	White (W)
19	9/14/23 17:33:21	9/14/23 17:34:50	Brian Hove	N/A	brian.e.hove@gmail.com	3801 W. 40th Avenue Unit A	Man	White (W)
20	9/14/23 17:34:46	9/14/23 17:38:03	Lyn Clark		xracers01@gmail.com	3850B Lincoln Ellsworth 99517	Woman	White (W)
21	9/14/23 17:34:56	9/14/23 17:40:03	Michael Hansmeyer	Stantec	Michael.hansmeyer@stantec.com		Man	White (W)
22	9/14/23 17:38:12	9/14/23 17:40:59	Larry Boyle		Larryboyle@alaska.net	3805 Richard Evelyn Byrd St Anchorage		
23	9/14/23 17:41:05	9/14/23 18:00:28	Careless Nagata	Stantec	Carel.nagata@stantec.com	725 E Fireweed, Suite 200, Anchorage, AK	Woman	Asian (A)
24	9/14/23 18:00:35	9/14/23 18:20:58	Colleen Moran	Public	Colleen_wilt@hotmail.com	99517	Woman	White (W)
25	9/14/23 17:32:34	9/14/23 17:33:34	Becky Patterson Bunde		beckybunde2017@gmail.com	3754 Richard Evelyn Byrd #A	Woman	White (W)
26			Mike Lee	ANC				
27	9/14/23 17:33:31	9/14/23 17:34:39	Jodi Gould	SOA, DOT&PF	jodilynngould@gmail.com	2612 Glenwood Street, Anchorage, 99508	Woman	White (W)
28			Susan Urig		susan.urig@gmail.com			
29	9/14/23 17:34:02	9/14/23 17:35:28	Ann Marie		alarquier@gmail.com		Prefer not to say	White (W)



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: Anchorage Airport

Meeting Location: Coast Inn at Lake Hood Date: 9/14/2023 Time: 10am-12pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Airline Advisory Committee

Method of advertisement: Direct Invite

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 12 (attach copy of sign-in sheet)

Number of Minority present: 3 Number of Women present: 2

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

ID	Start time	Virtual or in-person	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	9/14/23 9:37:41	in-person	Teri lindseth	Airport	Teri.lindseth@alaska.gov	99516	Woman	White (W)
2	9/14/23 9:22:59	in-person	Roger Emerson	UPS	Typ1rje@ups.com	6200 Lockheed, Anchorage, ask 99502	Man	White (W)
3	9/14/23 9:51:19	in-person	Mike Lee	ANC	Mike.lee@alaska.gov	5000 w international airport road, Anchorage, Alaska, 99519		
4	9/14/23 9:52:33	in-person	Robert Kelley	Grant Aviation	Rkellet@flygrant.com	6420 Kullis Drive, Anchorage, Alaska 99502	Man	White (W)
5	9/14/23 9:54:51	in-person	Amy Fuller Lyman	Alaska Airlines			woman	
6	9/14/23 9:53:26	in-person	Cody Webb	FAA	Cody.webb@faa.gov	5200 W International		
7	9/14/23 9:55:38	in-person	Jon scudder	JBER	Jon.scudder@us.af.mil		Man	
8		in-person	Koji Hagiwara	NCA	koji.hagiwara@nca.aero		Man	Asian (A)
9		virtual	David Fiore	FedEx				
10		virtual	Dan Lansing					
11		virtual	David Brewer					
12		virtual	Kottayam Natarajan					



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: Anchorage Airport

Meeting Location: Coast Inn at Lake Hood Date: 9/14/23 Time: 2-4pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Stakeholder Advisory Group

Method of advertisement: Direct Invite

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 11 (attach copy of sign-in sheet)

Number of Minority present: 2 Number of Women present: 2

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

ID	Start time	Full Name	Company	Development Corporation	Email Address	Address, city, State, Zip Code	Gender	Race	This information is
1	9/14/23 13:37:02	Jenna Wright	Anchorage Economic Development Corporation		jwright@aectweb.com	Anchorage, AK	Woman	White (W)	
2	9/14/23 13:45:00	Cathy gleason	Turn again comm council			4211 Bridle cir	Woman	White (W)	
3	9/14/23 13:37:43	Robert Auth	Spenard Community Council		authrm@gci.net	2621 Melvin Anchorage Alaska 99517	Man	White (W)	
4	9/14/23 13:52:32	Ryan Yelle	MCOA		Ryan.Yelle05@gmail.com	4700 Elmire Rd	Man	White (W)	
5	9/14/23 13:55:17	Joe zerck	Pegasus		Joe.zerck@pegasusanc.com	3901 old international airport road, Anchorage! AK 99502	Man		
6	9/14/23 13:53:29	Jonathan Linquist	FAA		Jonathan.linquist@faa.gov	Equipment original to installation and requires upgrade/replacement for 2040 mission requirement.	man	White (W)	
7		Dana Pruhs					man		
8		Jon Isaacs							
9		Joe Michel							
10		P.J. Cranmer							
11	Virtual	Marty Bettis							

APPENDIX A-5

Public Meeting #3 Report



Ted Stevens Anchorage International Airport Master Plan Update

February 2024
Public Meeting

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- Online Open House Analytics*
- FAQ*
- Fact Sheet*
- Info Cards*
- Attachment C: Email Blasts
- Email Annoucement*
- Email One-Week Reminder*
- Email Public Meeting and Online Open House Today Reminder*
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- Anchorage Daily News Display Ad #2*
- Anchorage Daily News Display Ad #3*
- Anchorage Daily News Legal Ad*
- Anchorage Daily News Online Ads*
- State of Alaska Online Public Notice*
- State of Alaska GovDelivery*
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Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter one of 2024.

Public Meeting and Online Open House #3

During the first week of February 2024, three meetings were held to solicit and gather public input and feedback on preliminary alternatives for the ANC MPU project. The alternatives were divided into four distinct categories based on airport functional areas, which include airfield, terminal, landside, and support facilities. Two committee meetings were held in a hybrid setting: the first was Airline Advisory Committee on Monday, February 5, 2024, in the Iliamna Conference Room in the South Terminal of the Anchorage Airport from 2-4pm and the second was the Stakeholder Working Group held on Tuesday, February 6, 2024, in the Denali Ballroom of the Coast Inn at Lake Hood from 2-4pm. A public meeting was also held on Tuesday, February 6, 2024, in the Denali Ballroom of the Coast Inn at Lake Hood from 5:30-7:30pm.

All three meetings were open to the public. One [presentation](#) was prepared and delivered to all three meetings. [Posters](#) surrounded the perimeter of the room for attendees to read and view including references to previous meetings that guided the preliminary alternatives process. Four stations displayed in the back of the rooms to allow attendees to view the four airport functional areas (airside, landside, terminal, support facilities) in depth, ask questions, and provide feedback. Two representatives from the project team served as a facilitator and a notetaker at each station to answer and record public questions and input.

Other materials available during this meeting included an updated frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, and State of Alaska demographics surveys.

A total of [34 people](#) signed into the public meeting; however, a headcount at the peak of the night claims 43 people attended. All were in person.

An [Online Open House](#) featuring materials presented in the public meeting was made available via the project website for two weeks from Tuesday, February 6 through Tuesday, February 20, 2024. During this active time, there were [128 visitors](#).

Pictures of the two committee meetings and public meeting can be found [here](#).

Stakeholders

Representatives from the following organizations attended the public meeting in person:

- 241 Alaska Laborers
- Alaska Water and Wastewater Utilities
- Alaskafoto
- DOWL
- General Public
- Northern Air Cargo
- Private Pilots
- Residents Near Airport
- Sand Lake Community Council
- State of Alaska, Department of Transportation & Public Facilities
- Turnagain Community Council
- Zelener Group

Advertising

The public meeting satisfied the ANC MPU public involvement plan's advertising requirements of three-weeks before the meeting and again one-week prior. The following advertisement and publicity tactics were performed:

- **Attachment C**
 - Three E-Blasts sent to the project's email list for with a total of 220 recipients
 1. **Announcement:** 199 successful deliveries, 287 total opens, 335 total clicks
 - First email full [report](#)
 2. **This Week Reminder:** 210 successful deliveries, 237 total opens, 17 total clicks
 - Second email full [report](#)
 3. **Today Reminder:** 215 successful deliveries, 217 total opens, 26 total clicks
 - Third email full [report](#)
- **Attachment D**
 - Meeting information on the project website: <https://ancmpu.com/getinvolved.html>
 1. Week of [January 15 update](#)
 2. Week of [January 29 update](#)
 3. Week of [February 5 update](#)
 - Ten (10) advertisements in the *Anchorage Daily News* (total of \$5,968.22 spent):
 1. Three display ads on [January 18th](#), a reprint on [January 22nd](#), and again on [February 1st](#)
 2. One legal ad on [January 18th](#)
 3. Six online ads campaigned 1/18/24 – 1/29/24: 49,621 impressions, 30 clicks
 - Full online ad campaign [report](#)
 - One week of streaming **radio ads** from Alaska Public Media from [1/15/24 – 1/29/24](#) and [1/29/24 – 2/5/24](#) (total of \$745 spent)

- State of Alaska [Online Public Notice](#) posted from 1/11/24 – 2/6/24
- State of Alaska [GovDelivery](#) sent on 1/12/24, full [report](#)
- State of Alaska [Public Involvement Calendar](#)
- Four (4) Social Media Posts
 1. [Facebook Event](#) Created 1/18/24: 15 people responded
 2. [Facebook Post #1](#) on 1/18/24: 11 likes, 4 comments, 5 shares
 3. [Facebook Post #2](#) on 1/30/24: 8 likes, 0 comments, 4 shares
 4. [Facebook Post #2](#) on 1/31/24: 9 likes, 0 comments, 3 shares
 5. [Facebook Post #3](#) on 2/6/24: 6 likes, 0 comments, 1 share
- **Attachment E**
 - [Meeting flyer](#) was posted a total of 25 locations, including:
 1. Alaska Regional Hospital
 2. Alaska Native Cultural Charter School
 3. Anchorage Senior Activity Center
 4. Carrs/Safeway – Jewel Lake
 5. Fairview Community Recreation Center
 6. Fire Island Bake Shop – Airport Heights
 7. Fred Meyer – Dimond
 8. Fred Meyer - Midtown
 9. Kincaid Chalet
 10. Loussac Library
 11. Merrill Field
 12. Midtown Mall
 13. Midtown SteamDot
 14. MOA Permit Center
 15. Mountain View Library
 16. Red Apple Market
 17. Skinny Raven Sports - Dimond
 18. Post Office - Airport
 - [ASD Flyer](#) was posted at the following schools
 1. Bettye Davis East Anchorage High
 2. Central Middle School
 3. Denali Montessori School
 4. Dimond High School
 5. Fairview Elementary School
 6. Heritage Christian School
 7. West High School

Summary of Comments + Questions/Answers

After a short 30-minute presentation, the audience was motioned to view all the station and ask the subject matter experts questions with their associated posters. One person spoke up and asked to do a group question and answer period. Five questions were asked during this time:

1. What do PAL 1, 2, and 3 mean?

- a. PAL stands for Planning Activity Level. There are different metrics for cargo, passenger, aircraft operations, and general aviation. The planning team ties the need for development to aviation activity thresholds rather than years. Because the need isn't dependent on a certain date in time, the Airport can provide infrastructure on necessity for when it's driven by demand.

2. What is the beige item on the top of slide 31?

- a. That is an existing Taxiway Z, which is planned to be extended through phased construction. You can see it more clearly on slide 17 on the bottom of the graphic.

3. When does the discussion of cost and funding come into play?

- a. The next step is to complete a cost estimate to inform the next stage of decision making. The Airport will not make a final decision until all the feedback and data is collected and assessed.
- b. The Airport is self-funded; meaning that it is not funded through general revenue from the state. The Airport may apply for federal grants for supplemental funding.

4. What is the current passenger facility charge or PFC?

- a. \$3.00 per enplaned passenger.

5. At the beginning of the presentation on slide 13, "Preliminary Runway Alternative," it describes Phase 3 as optimizing the Alaska International Airport System (AIAS). How do you optimize the airport system?

- a. The AIAS includes Fairbanks International Airport (FAI) and Anchorage International Airport (ANC), which are the two busiest airports within the state.
- b. Aircraft operators have the ability to use the infrastructure for tech stops at FAI, if ANC is congested. Thus, the State would encourage airlines to use both facilities as a system.

Comments were collected from the public at the four stations. Feedback and ideas include:

Airside

- Concern at that West Airpark ground support operations may be difficult to conduct if equipment and staffing is largely based in the terminal area, like they are currently
- A Tunnel under the north-south runway? Could be hard to navigate
- Amount of traffic in tunnel could be a challenge
- West Airpark ground vehicle access could be challenging
- Planning and coordination of a wide range of aircraft sizes
 - o i.e., cargo or small aircraft

Terminal

- Long walk after security for Option 2; please think about options for those with mobility challenges such as a tram, cart, or moving walkway
- North Terminal security – will force TSA to staff multiple checkpoints
- Do not like D-Concourse option
- If we do D-Concourse option, we will need multiple check points; suggest keeping the existing and putting a new one in the middle
- In favor of North Terminal re-use
- How will widebody international diversions be accommodated if North Terminal is demolished?

- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe

Landside

- Improve pedestrian access to and in the middle of the airport terminals
 - o i.e. walkability to parking and Lake Hood
- North Terminal parking lot and Park Ride & Fly Lot
 - o Dig down 2 stories and build up 4
- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe
- PFAS concerns: past and future soil disposal
- Coordination between airport master plans (JBER/Lake Hood/FAI)
- More covered parking is desirable
- Maybe private developers could build passenger parking off site

Support Facilities

- Suggest relocating ARFF to end of Runway 7R (near Clitheroe Center / within area denoted as #5 on the graphic)
 - o Can add 4 hard stands: snow storage in winter and for plans in summer

During the online open house two-week period, there were a total of 8 comments submitted through the project email and Jot Forms. A summary of comments includes the following:

- Tower location and beautification of the old location
- Video and communication suggestions for accessibility
- Support for an onsite hotel
- Parking and biking access
- Collaboration with non-car transportation options such as Alaska Railroad, MOA busses, etc.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Preliminary Alternatives

FEBRUARY 2024

WELCOME TO THE ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- Requirements Summary & Preliminary Alternatives
- Next Steps

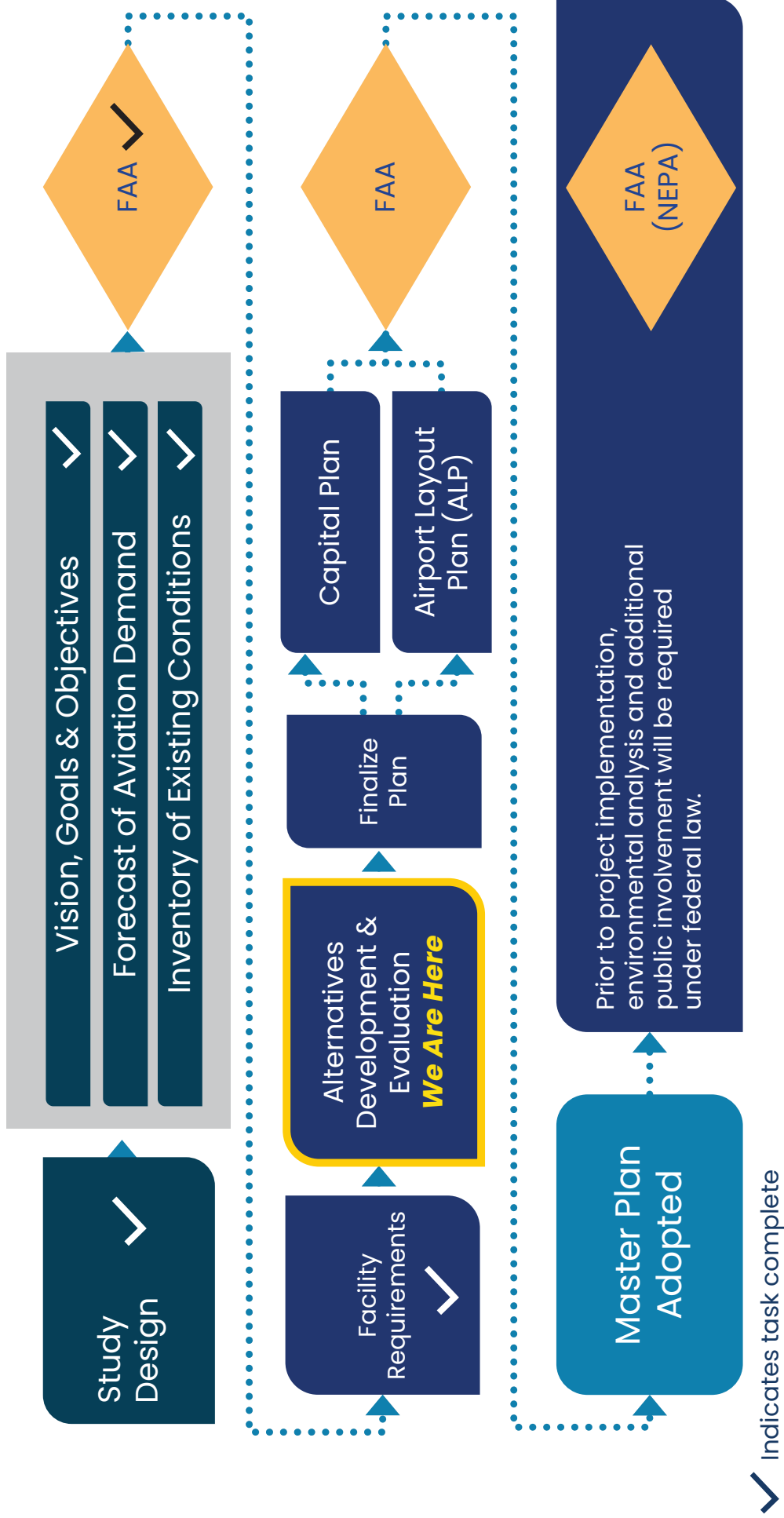


ANC MASTER PLAN PUBLIC MEETING #3

- **Activities to Date**
- Requirements Summary & Preliminary Alternatives
- Next Steps

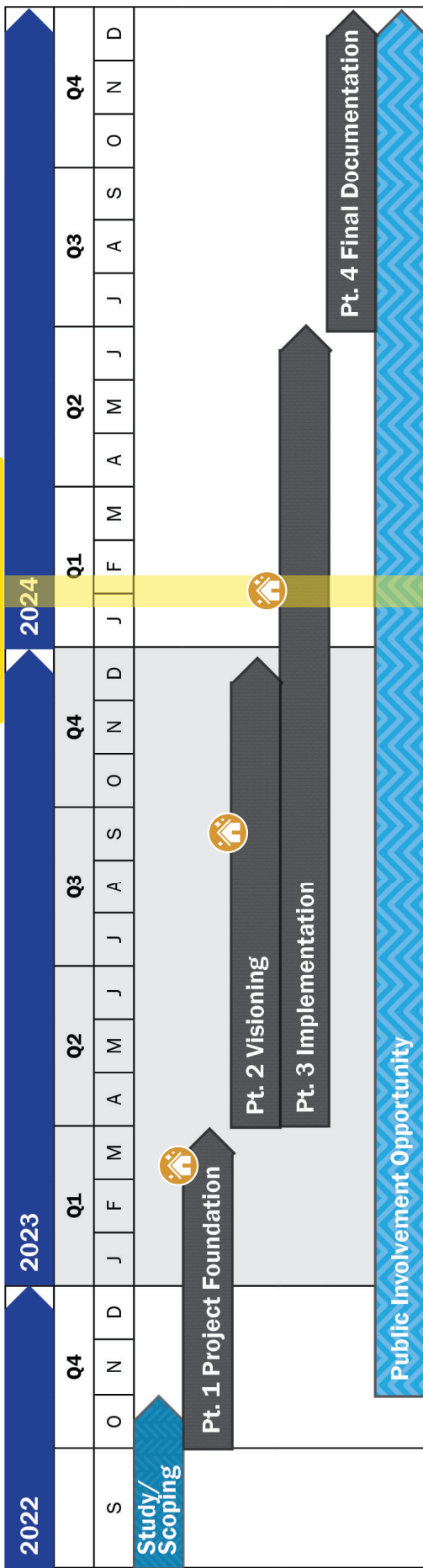


MASTER PLAN PROCESS OVERVIEW



PROJECT SCHEDULE OVERVIEW + ENGAGEMENT

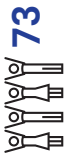
We Are Here



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.

Public Meeting # 1

Attendees



73

Online Open House Visits

7 Written Comments



73 Mailing List Additions

Public Meeting # 2

Attendees



29

Online Open House Visits

4 Written Comments



29 Mailing List Additions

Public Meeting # 3

We Are Here



Public Meeting # 4

TBD between April and October 2024



Indicates Completed Public Meetings

Aviation Forecast

ANC MASTER PLAN

Forecast Summary

1



More takeoffs and landings:

1.8% per year over the 20-year planning period

Anticipated Growth:

226K Operations in 2022 → 251K Operations in 2027 → 326K Operations in 2042

2



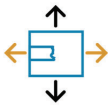
More passengers:

2.3% per year over the 20-year planning period

Anticipated Growth:

2.6 Million Enplanements in 2022 → 3.0 Million Enplanements in 2027 → 4.1 Million Enplanements in 2042

3



ANC will continue to be a critical cargo stop:

2.8% per year over the 20-year planning period

Anticipated Growth:

3.6 Million Tonnes in 2022 → 4.2 Million Tonnes in 2027 → 6.2 Million Tonnes in 2042

4



General aviation will grow slowly:

1.0% per year over the 20-year planning period

Anticipated Growth:

29K Operations in 2022 → 31K Operations in 2027 → 35K Operations in 2042



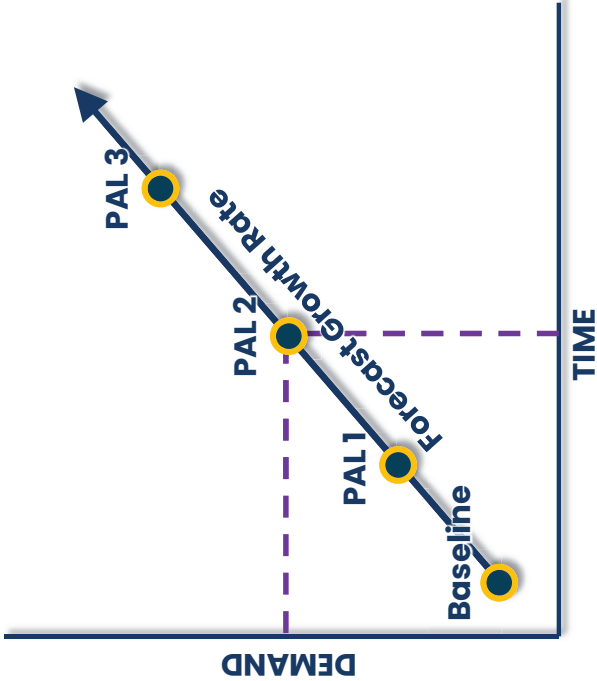
A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.

Facility Requirements

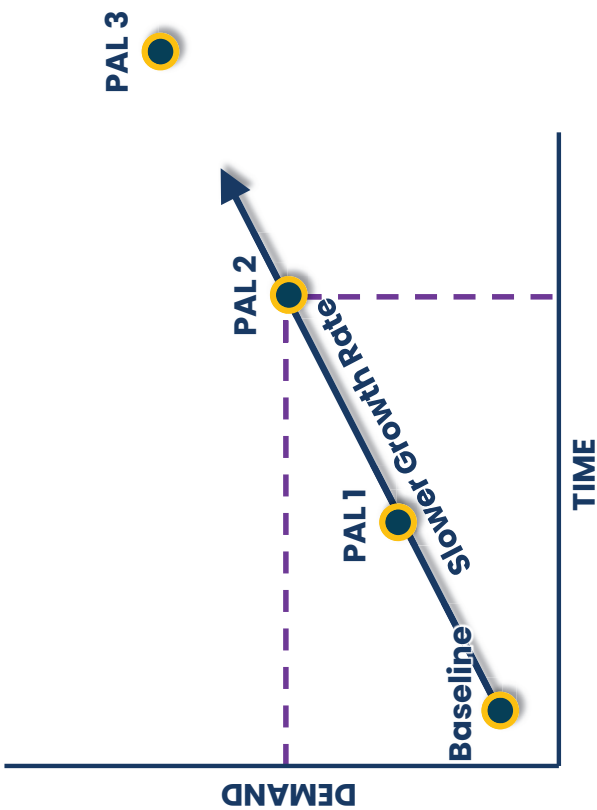
ANC MASTER PLAN

Planning Activity Levels (PALs)

Forecast Growth



Slower Growth

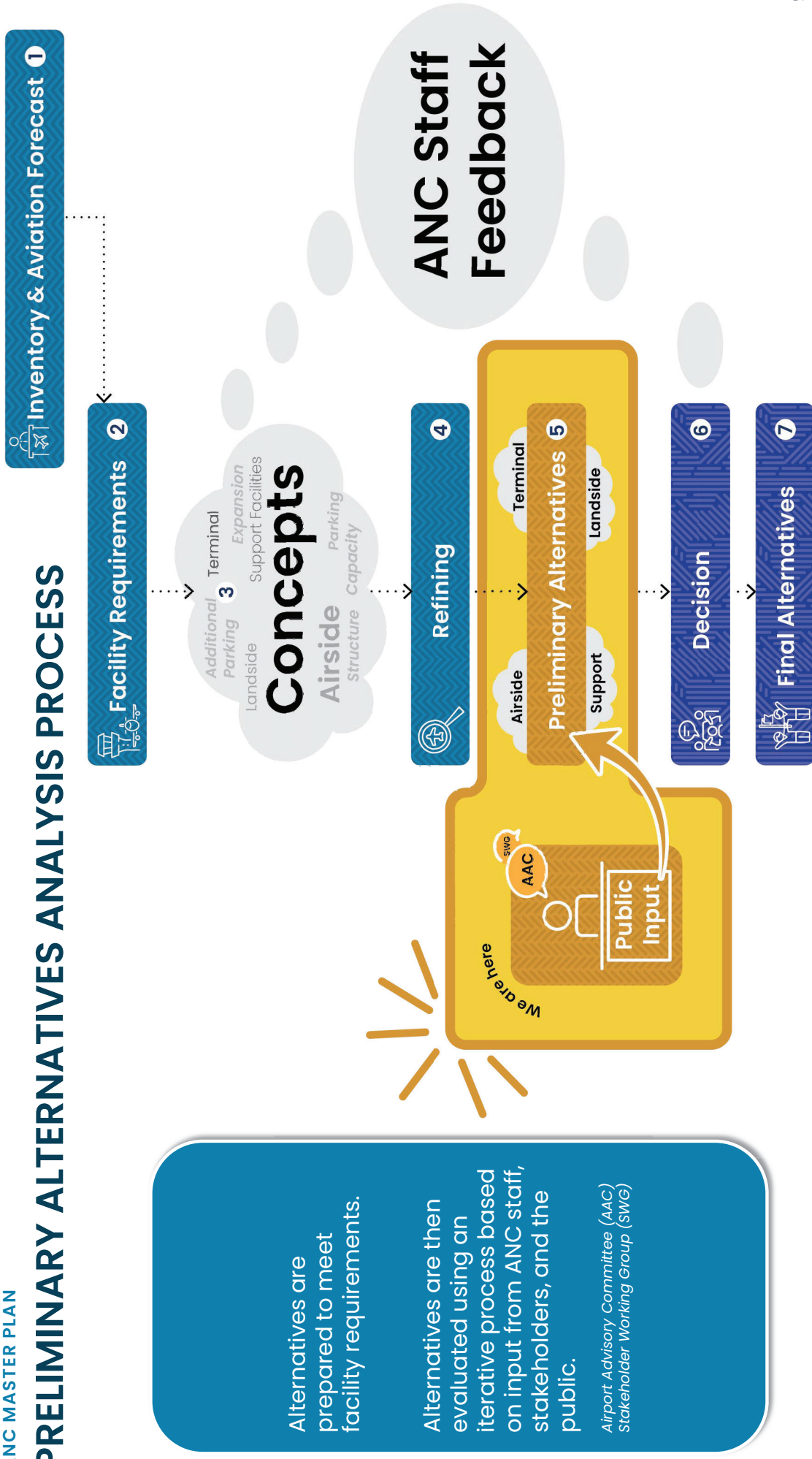


ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- **Requirements Summary & Preliminary Alternatives**
- Next Steps



PRELIMINARY ALTERNATIVES ANALYSIS PROCESS



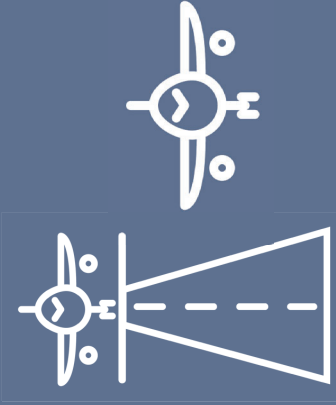
Alternatives are prepared to meet facility requirements.

Alternatives are then evaluated using an iterative process based on input from ANC staff, stakeholders, and the public.

*Airport Advisory Committee (AAC)
Stakeholder Working Group (SWG)*

FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside

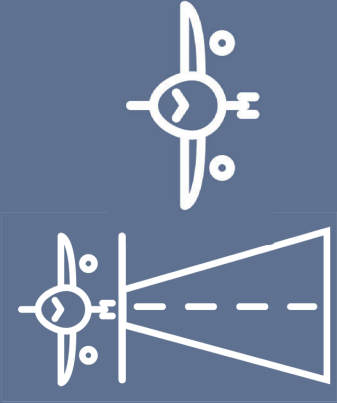


4. Support Facilities



FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities

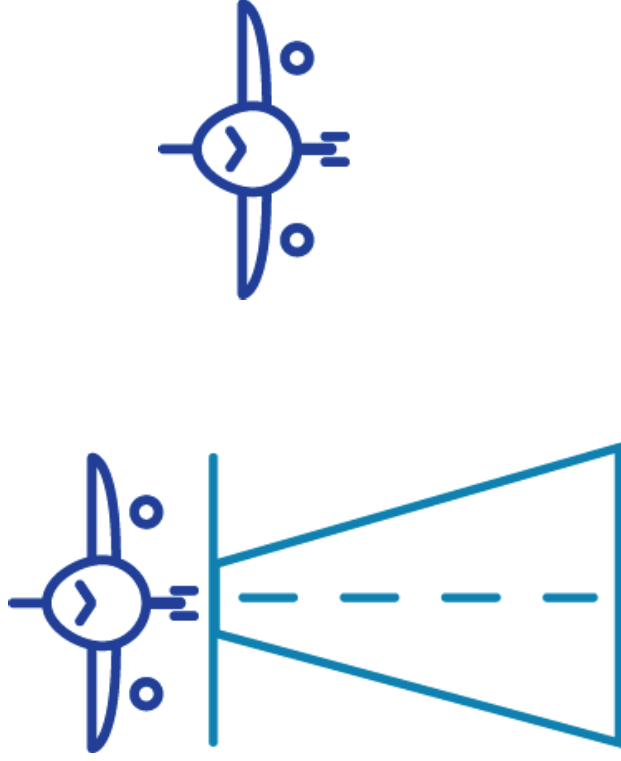


Facility Requirements Summary

Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

Taxiway Requirements



Air Cargo Aircraft Parking Requirements

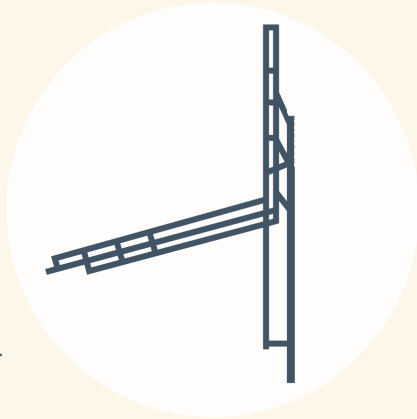
Airside – Runways

ANC MASTER PLAN

Preliminary Runway Alternative

PHASE 1 Minimize Development

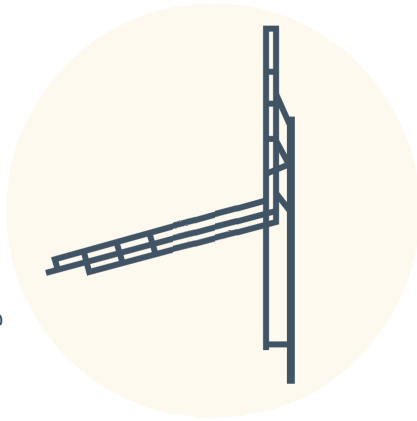
☒ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

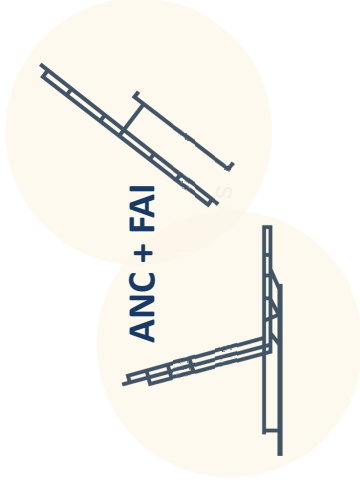
☐ Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

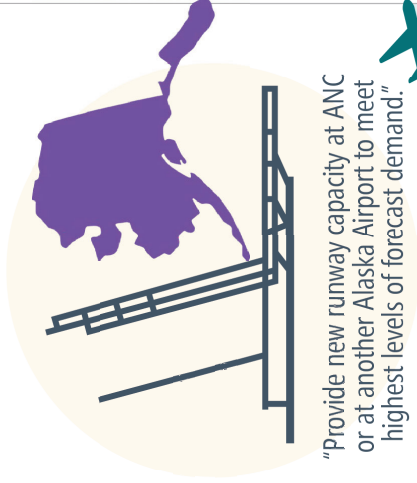
☐ Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

☐ Future



"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."



DRAFT CONCEPT

G R O W T H O V E R T I M E

Facility Requirements Summary

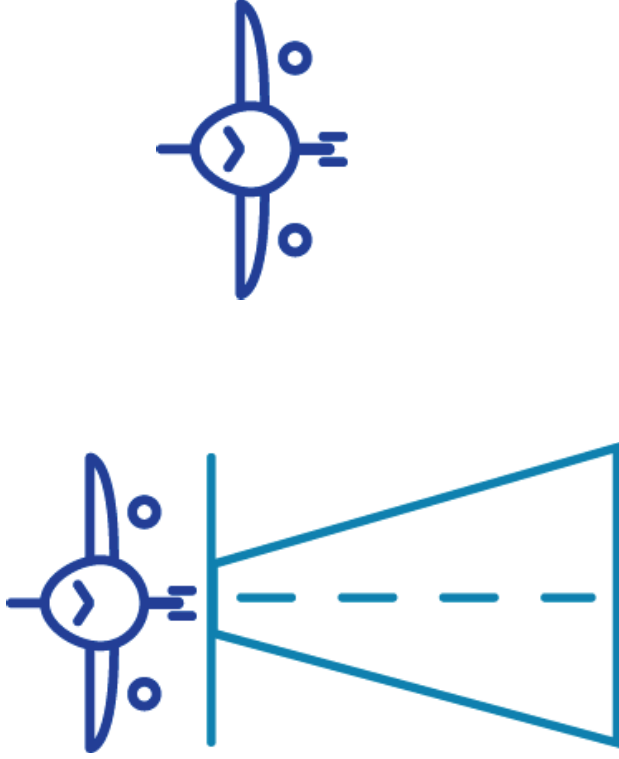
Runway Requirements

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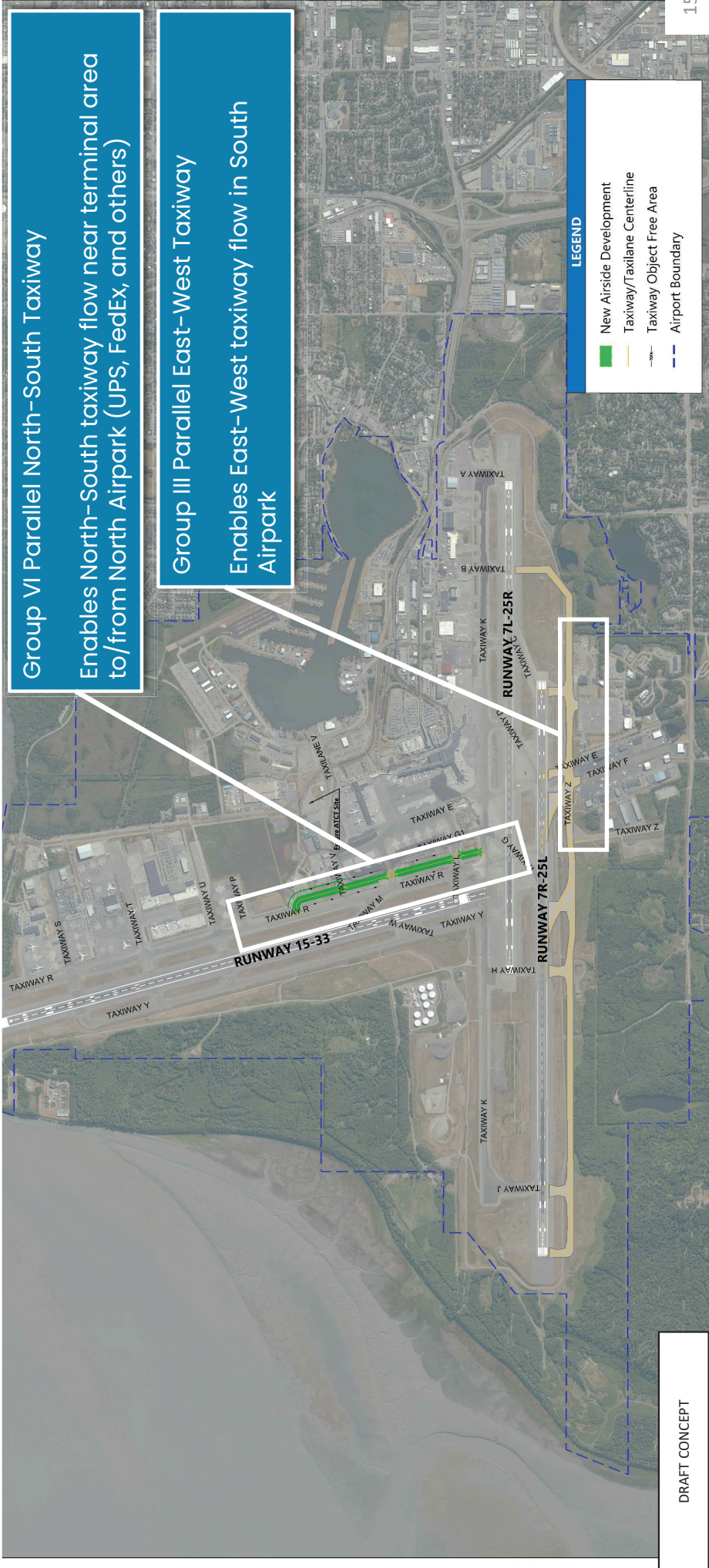
Taxiway Requirements

- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

Air Cargo Aircraft Parking Requirements



Preliminary Taxiway Alternatives



Facility Requirements Summary

Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

Taxiway Requirements

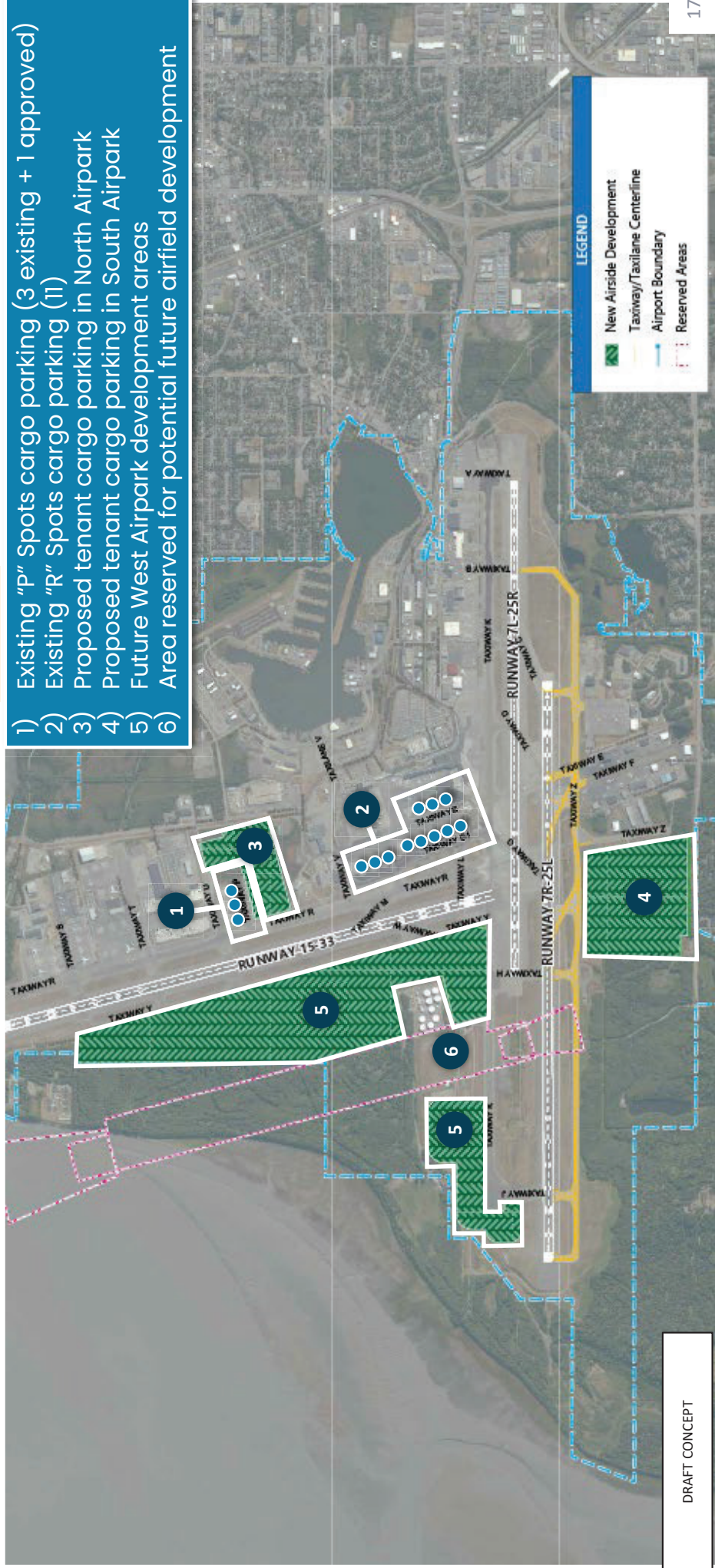
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Air Cargo Aircraft Parking Requirements

- Existing/PAL 1: Additional aircraft parking required to accommodate air cargo tech stop demand (tenant development anticipated to help accommodate this demand).
- PAL 3: Terminal area becomes congested with air cargo aircraft operations.

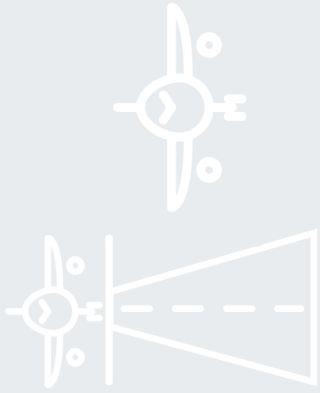
Preliminary Air Cargo Alternatives

- 1) Existing "P" Spots cargo parking (3 existing + 1 approved)
- 2) Existing "R" Spots cargo parking (11)
- 3) Proposed tenant cargo parking in North Airpark
- 4) Proposed tenant cargo parking in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield development



FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities



Terminal

ANC MASTER PLAN

Facility Requirements Summary



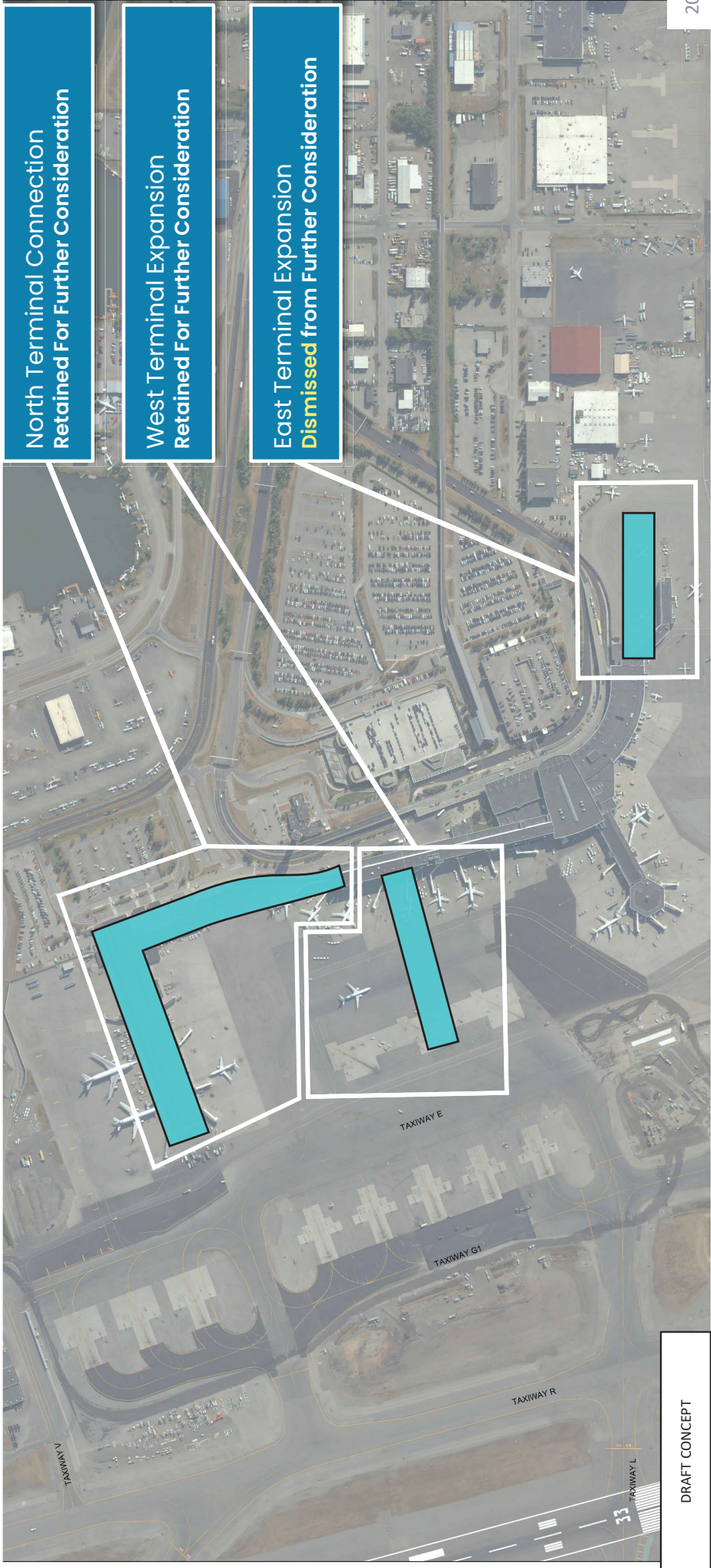
Terminal Gate Requirements Summary

- PAL 1: 1–3 additional/improved gates required
- PAL 3: 8 additional gates required

Terminal Building Requirements Summary

- Existing/PAL 1: Additional security checkpoint lanes and additional outbound baggage make-up space.
- PAL 3: Additional airline ticketing space and outbound baggage screening space.

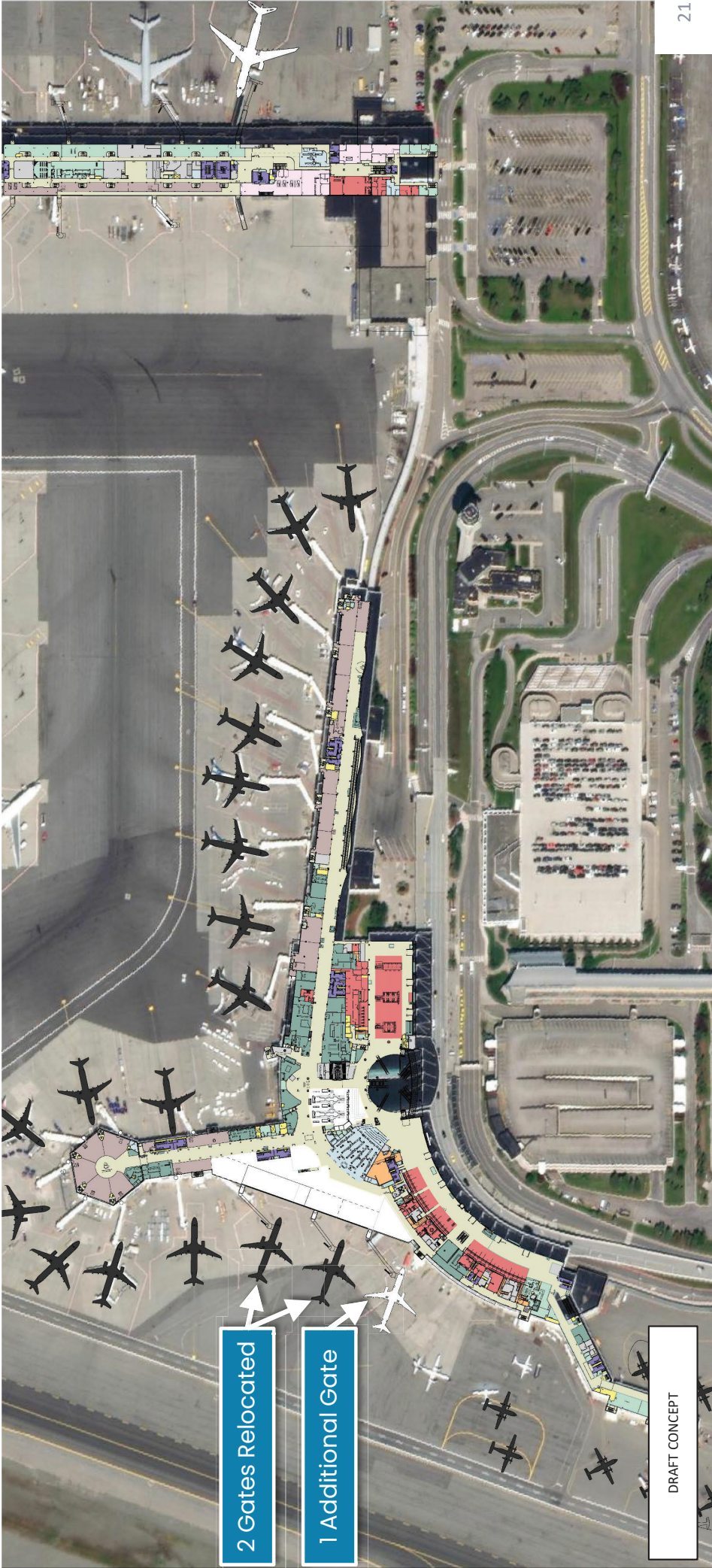
Initial Terminal Alternatives



Terminal

ANC MASTER PLAN

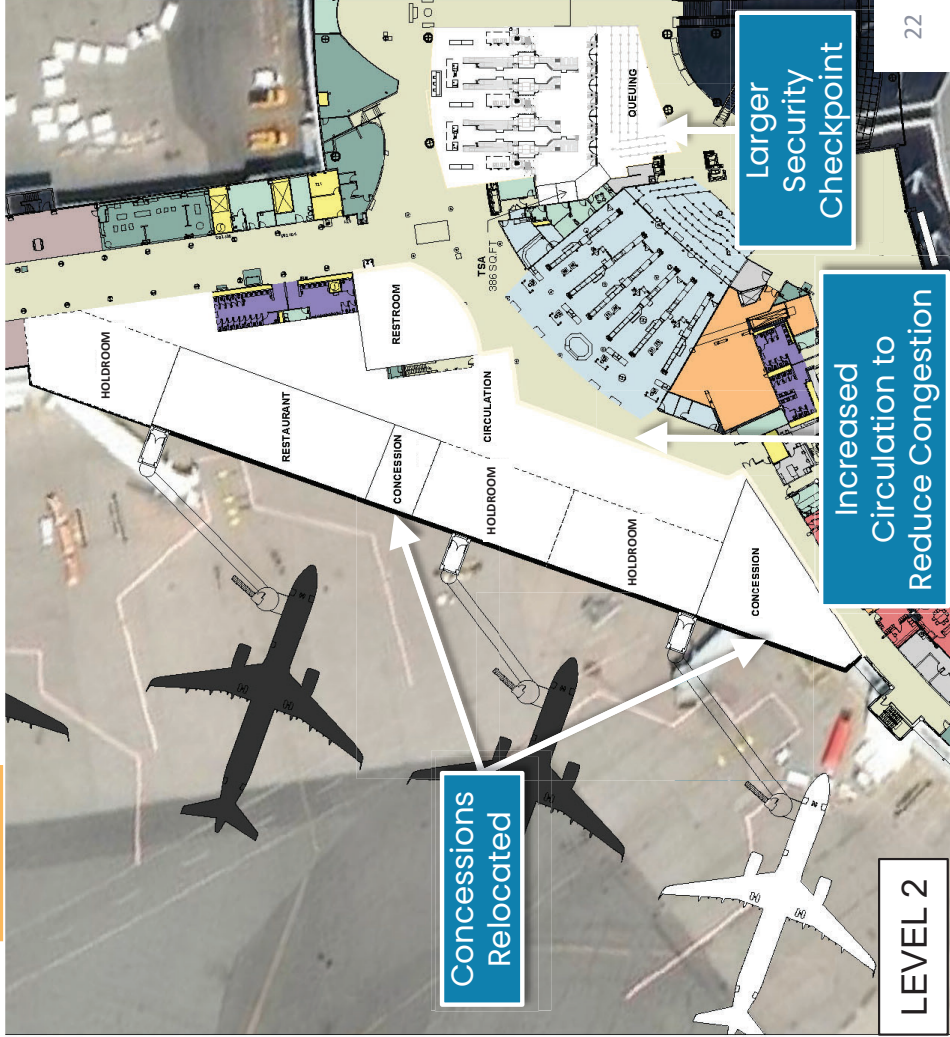
Preliminary Terminal Alternatives:
Near-Term B Concourse "Bump Out"



Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives:
Near-Term B Concourse "Bump Out"



Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives:
Mid/Long-Term Option 1: D Concourse



New "D" Concourse enhances South Terminal and provides new international arrivals processing

Adds 8 new jet gates to South Terminal including wide body international gates

DRAFT CONCEPT

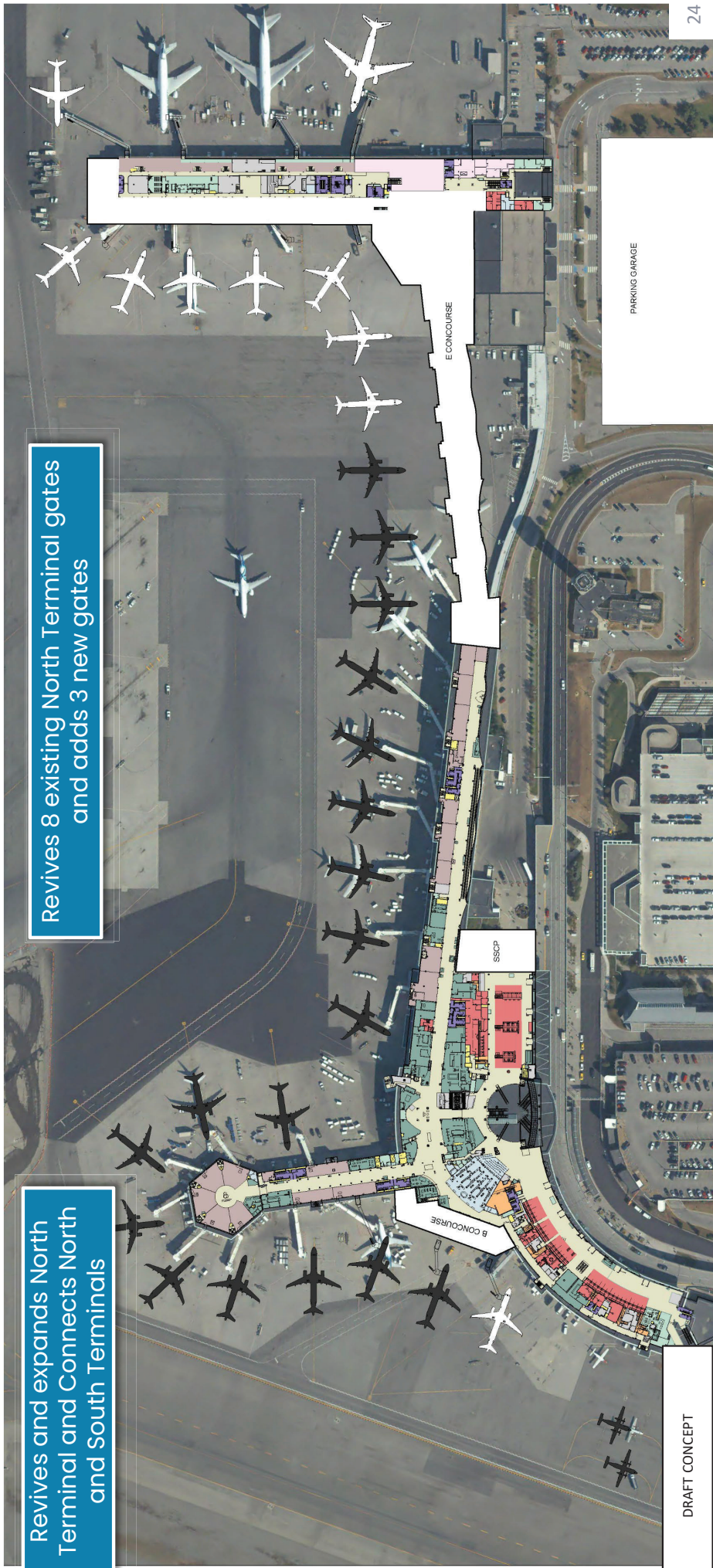
Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives: Mid/Long-Term Option 2: E Concourse/North Terminal

Revives and expands North Terminal and Connects North and South Terminals

Revives 8 existing North Terminal gates and adds 3 new gates

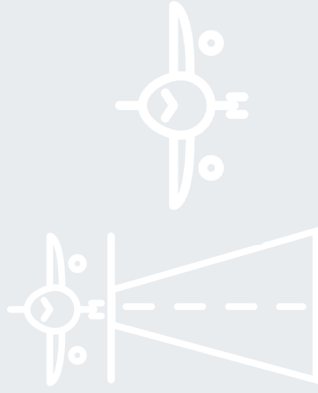


DRAFT CONCEPT

PARKING GARAGE

FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities



Facility Requirements Summary

Vehicle Parking Requirements

- Existing/PAL 1: 600 additional vehicle parking spaces required to accommodate demand for travelers.
- PAL 3: 2,000 additional vehicle parking spaces required to accommodate demand for travelers and employees.

Terminal Roadway Requirements

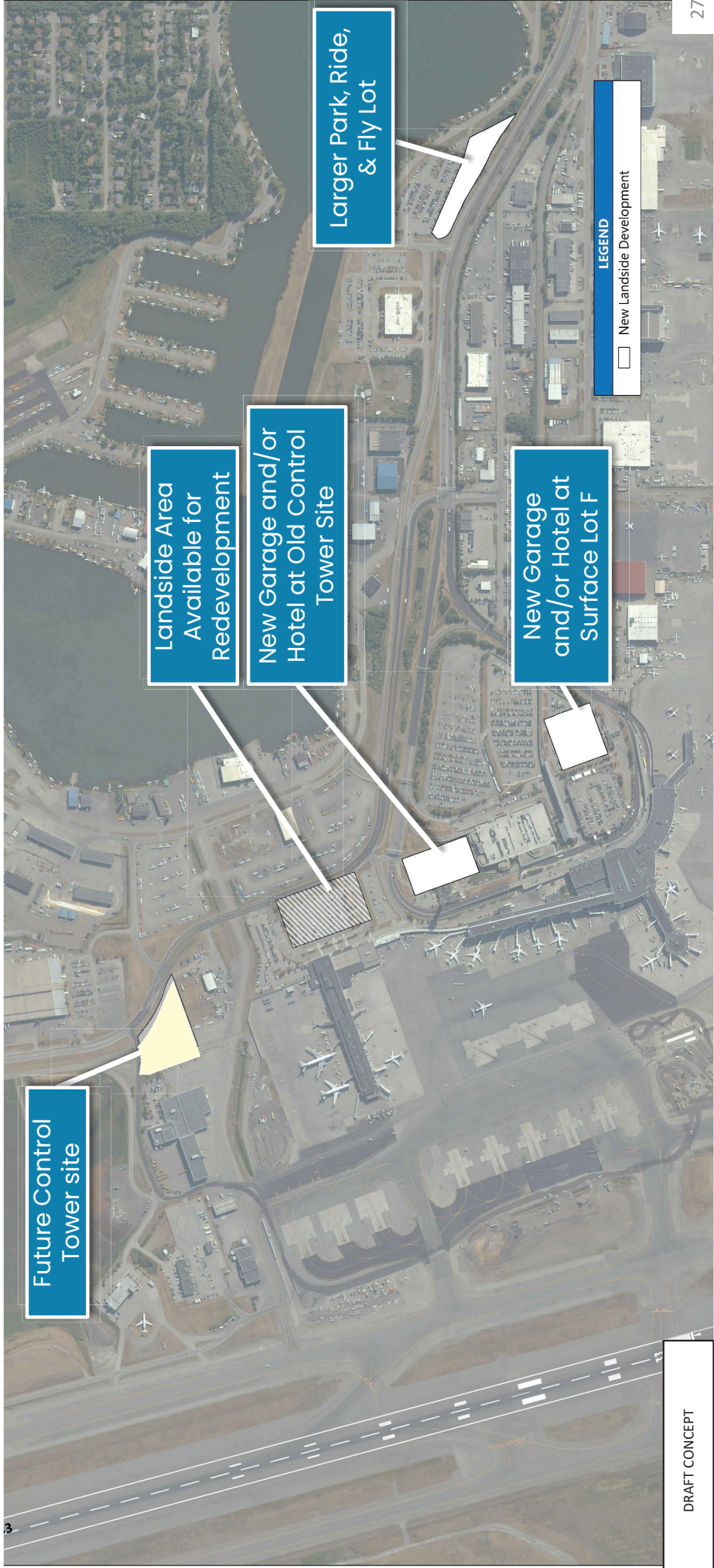
- PAL 3: Terminal loop roadway congestion occurs during peak periods.



Landside

ANC MASTER PLAN

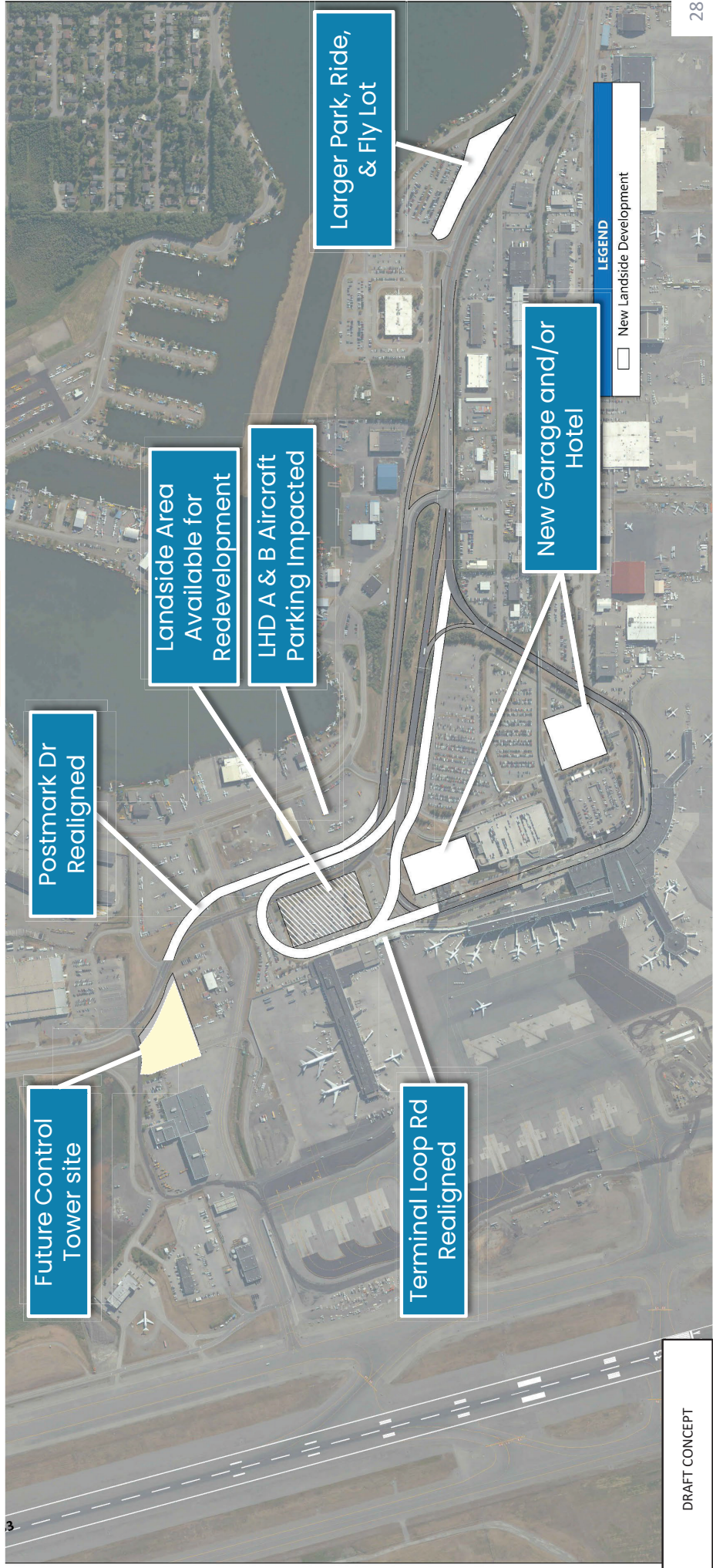
Preliminary Landside Alternatives
Option 1 – Existing Loop Road



Landside

ANC MASTER PLAN

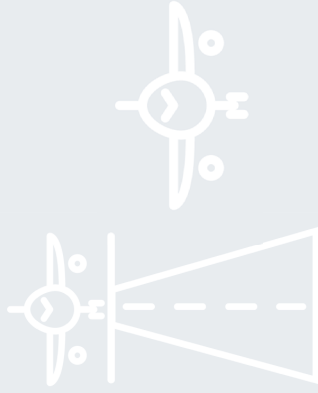
Preliminary Landside Alternative
Option 2 – New Loop Road



DRAFT CONCEPT

FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



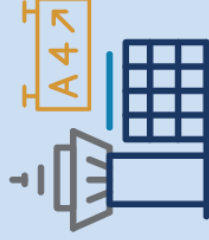
2. Terminal



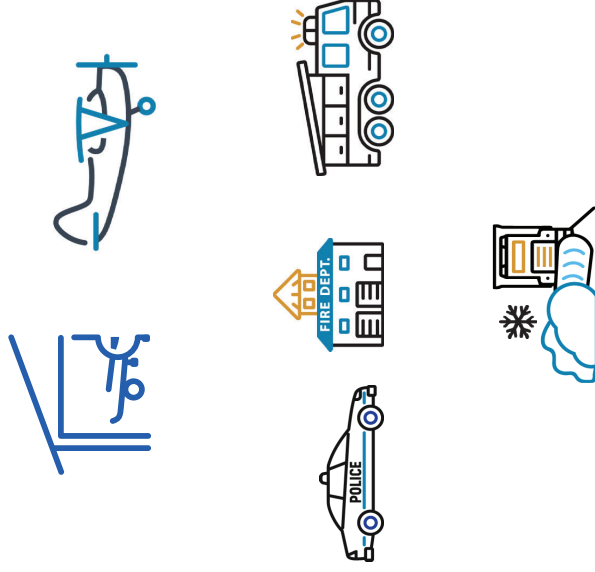
3. Landside



4. Support Facilities



Support Facilities



ANC MASTER PLAN

Facility Requirements Summary

General Aviation (GA) Requirements

- Existing/PAL 1: 3 acres of additional GA development required to accommodate demand.
- PAL 3: 10 acres of additional GA development required to accommodate demand.

Aircraft Rescue & Fire Fighting (ARFF)/Police Facility Requirements

- Existing/PAL 1: Facility is 30 years old – expansion and modernization required to accommodate existing safety and security functions.

Snow Storage Requirements

- Ongoing: Ample and efficiently located snow storage area as new development is constructed.

Support Facilities

ANC MASTER PLAN

Preliminary S. Airpark Alternative



Preliminary ARFF/Police Station Alternative

Renovate and Expand ARFF/Police Station 1

- Consolidated dispatch functions
- Improved and modernized facilities for airport safety and security
- Accommodations for 24-hour facility staffing



ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- Requirements Summary & Preliminary Alternatives
- **Next Steps**



Next Steps:

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Public Meeting #4: TBD and Master Plan Finalization Before Adoption

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Attachment B

Meeting Materials

Posters

FAQ

Fact Sheet

Info Cards



Welcome to the **ANC** Master Plan

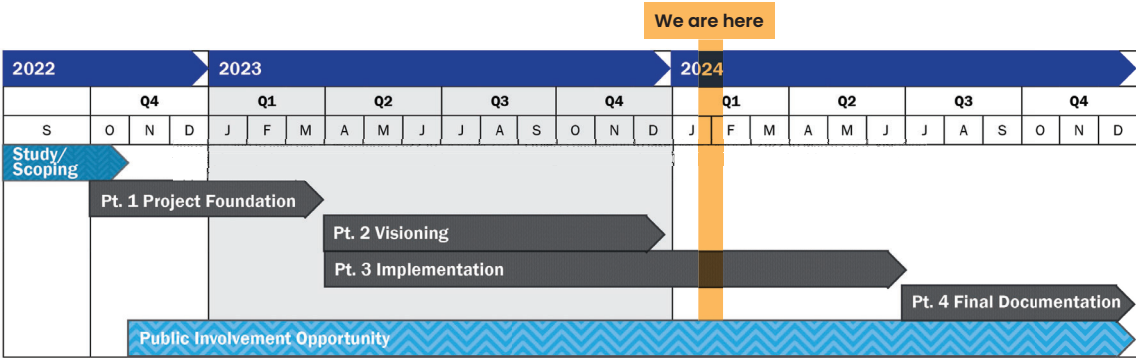
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport (ANC).

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at 907-931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

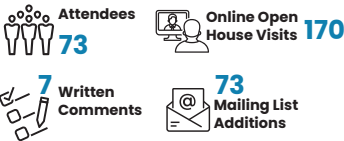
FEBRUARY 2024

MASTER PLAN PROCESS OVERVIEW & SCHEDULE

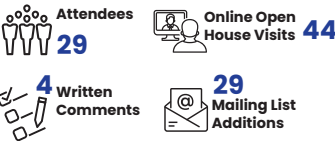


The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

Public Meeting #1



Public Meeting #2



Public Meeting #3

We Are Here! February 6, 2024

Public Meeting #4

TBD between April and October 2024.



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of Airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES



The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. To view the full Goals and Objectives, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Aviation Forecast

Forecast Summary

ANC

1. **More takeoffs and landings:**

ANC is a busy airport with about 226,000 operations per year. The forecast anticipates 100,000 additional operations in 20 years.

2. **More passengers:**

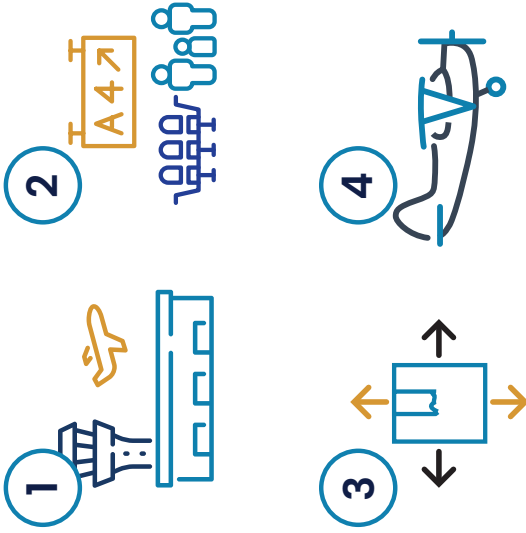
ANC is expected to grow from 2.6 million enplanements in 2022 to 4.1 million enplanements in 2042.

3. **ANC will continue to be a critical cargo stop:**

ANC has an essential role in the Asia-America air cargo market that is unlikely to change in the future.

4. **General aviation will grow slowly:**

ANC is expected to see modest general aviation growth in line with other U.S. airports.



Aviation Forecast

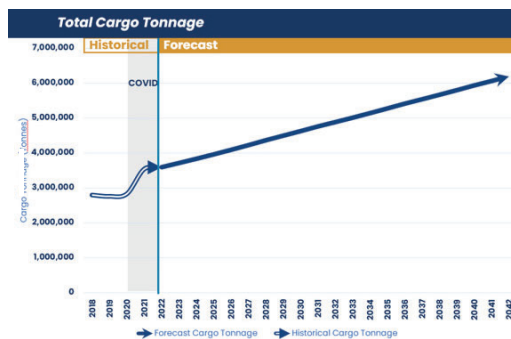


To view the full Aviation Forecast, scan the QR code with your smartphone or visit

ancmpuonline.com/supplemental.

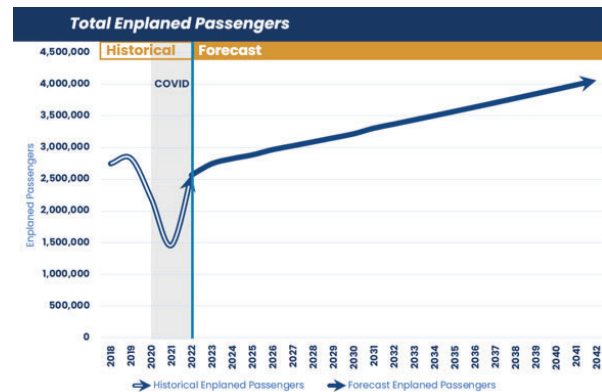
Aviation Forecast: Cargo, General Aviation, Operations, & Passenger Activity

Cargo



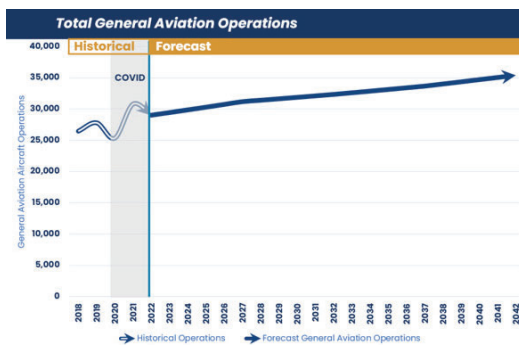
Anticipated rate of growth for cargo is 2.8% per year over a 20-year planning period. (ANC was the world's 3rd busiest cargo airport in 2022 at 3.6 million tonnes.)

Passenger Activity



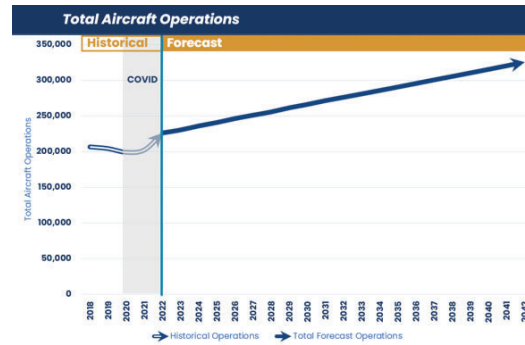
Anticipated rate of growth for passengers is 2.3% per year over the 20-year planning period.

General Aviation



Anticipated rate of growth for general aviation is 1.0% per year over the 20-year planning period.

Operations



Anticipated rate of growth for operations is 1.8% per year over the 20-year planning period.



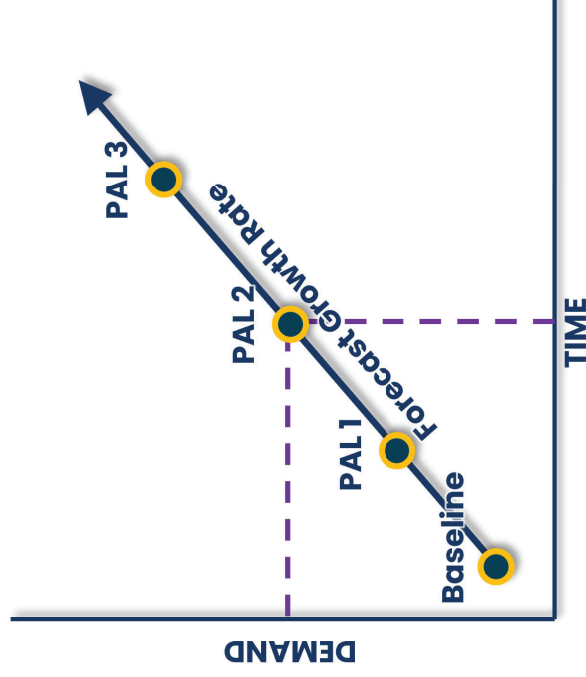
Aviation Forecast

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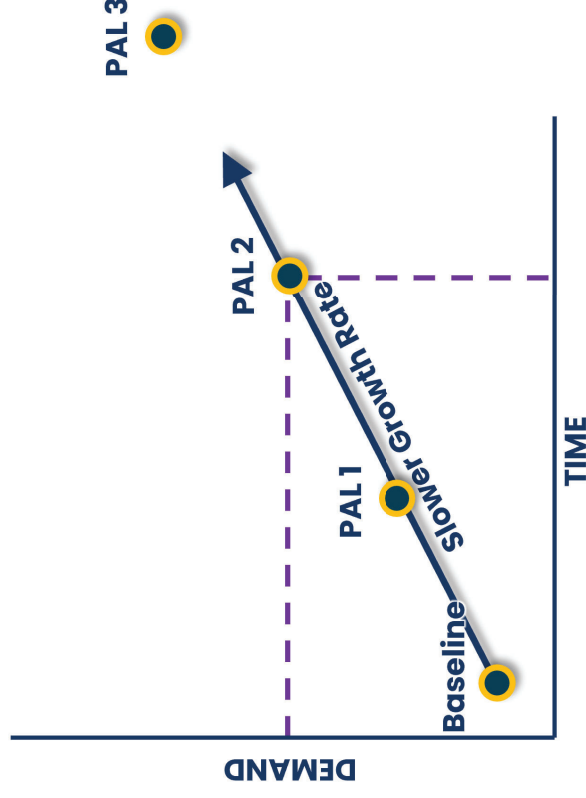
Facility Requirements

Planning Activity Levels (PALs)

Forecast Growth



Slower Growth

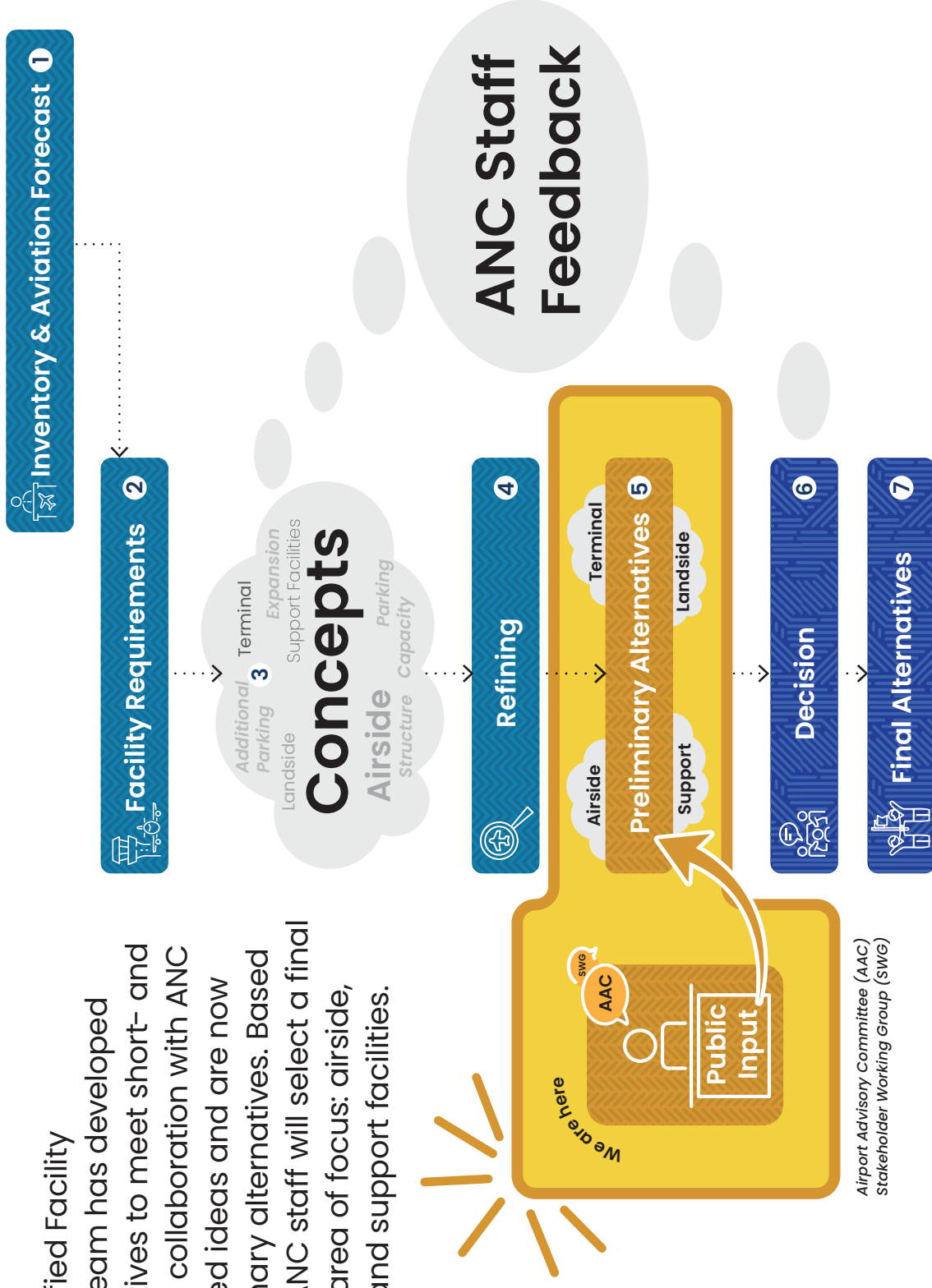


Facility Requirements

To view the full Facility Requirements, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Preliminary Alternatives

Based on the identified Facility Requirements, the team has developed preliminary alternatives to meet short- and long-term needs. In collaboration with ANC staff, we've evaluated ideas and are now sharing our preliminary alternatives. Based on your feedback, ANC staff will select a final alternative in each area of focus: airside, terminal, landside, and support facilities.



Facility Requirements Summary

Runway Requirements

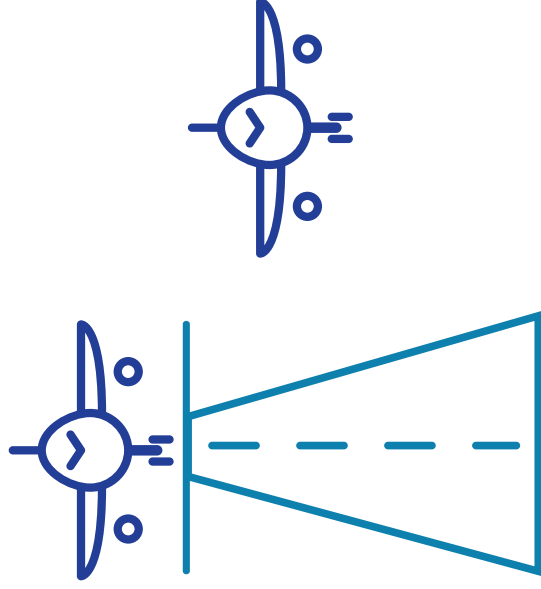
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Taxiway Requirements

- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

Air Cargo Aircraft Parking Requirements

- Existing/PAL 1: Additional aircraft parking required to accommodate air cargo tech stop demand (NorthLink development anticipated to help accommodate this demand).
- PAL 3: Terminal area becomes congested with air cargo aircraft operations.

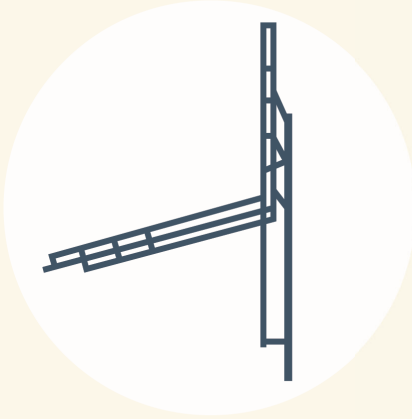


Airside – Runways

Preliminary Runway Alternative

PHASE 1 Minimize Development

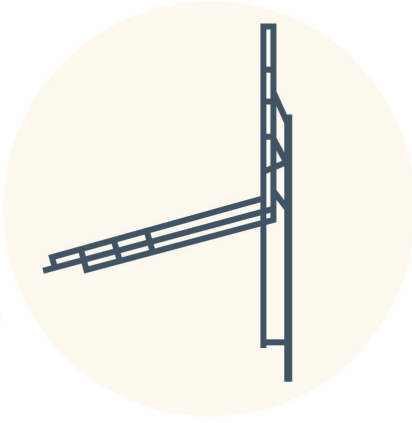
☒ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

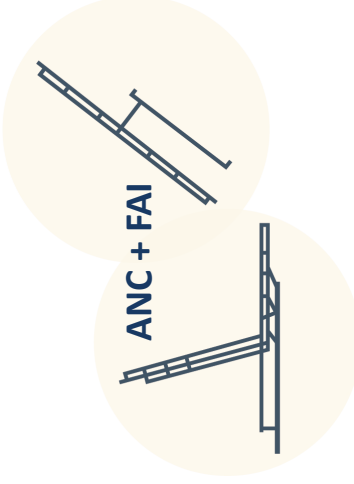
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"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

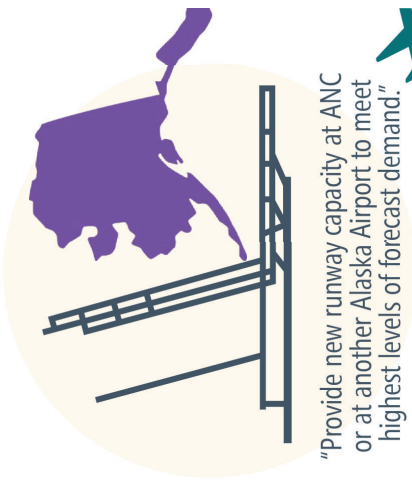
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"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

☐ Future



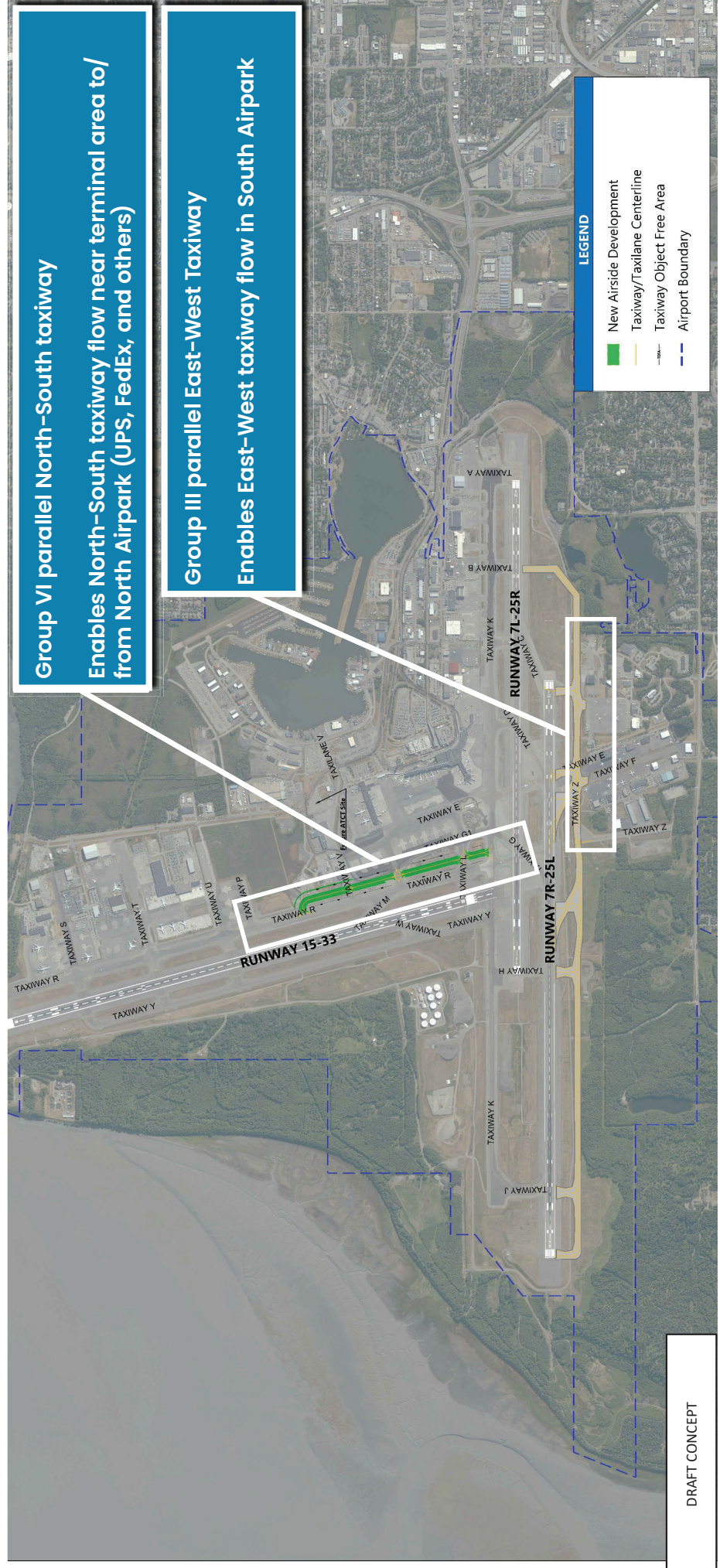
"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

DRAFT CONCEPT

G R O W T H O V E R T I M E

Airside – Taxiway

Preliminary Taxiway Alternatives



Preliminary Cargo Alternatives



Terminal

Facility Requirements Summary

ANC

Terminal Gate Requirements Summary

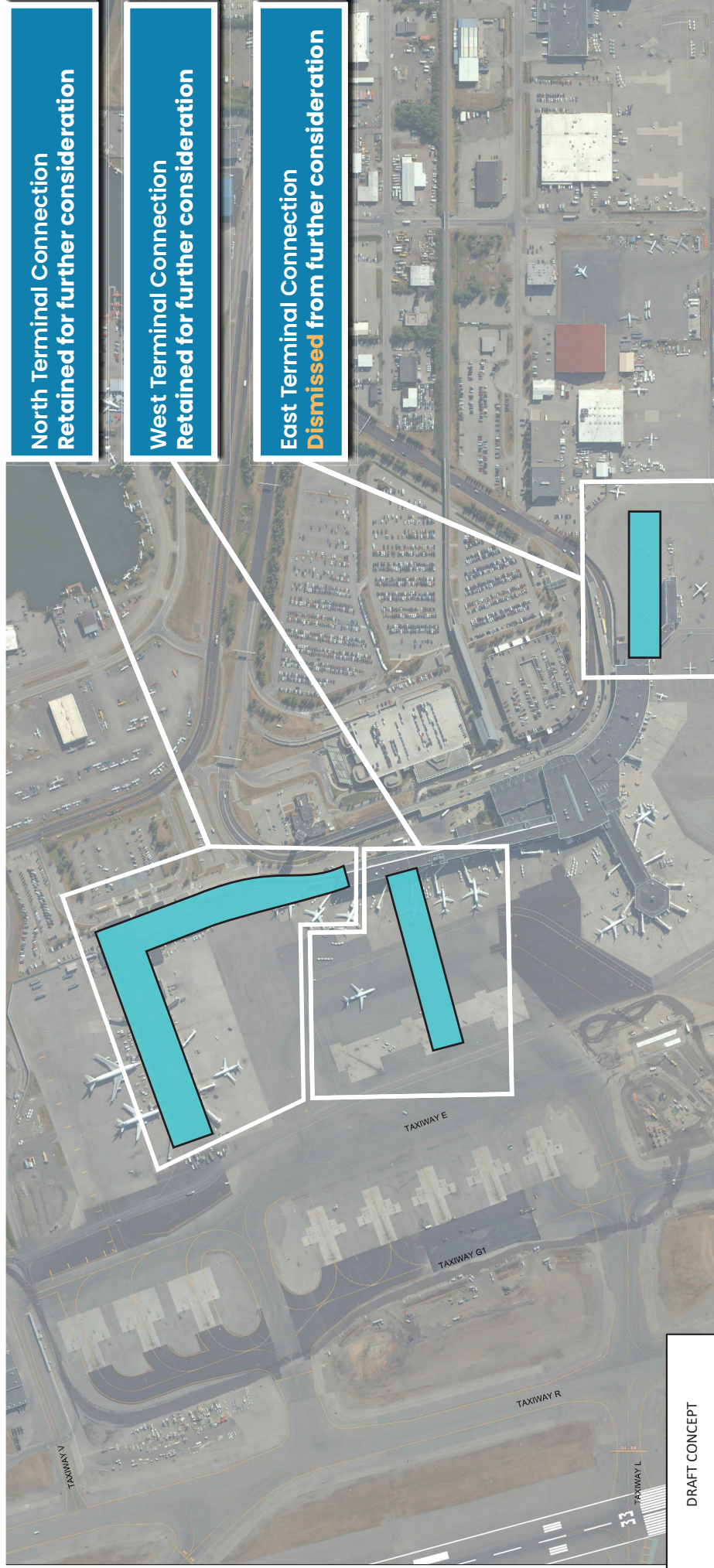
- PAL 1: 1-3 additional gates required
- PAL 3: 8 additional gates required

Terminal Building Requirements Summary

- Existing/PAL 1: Additional security checkpoint lanes and additional outbound baggage make-up space.
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Initial Terminal Alternatives

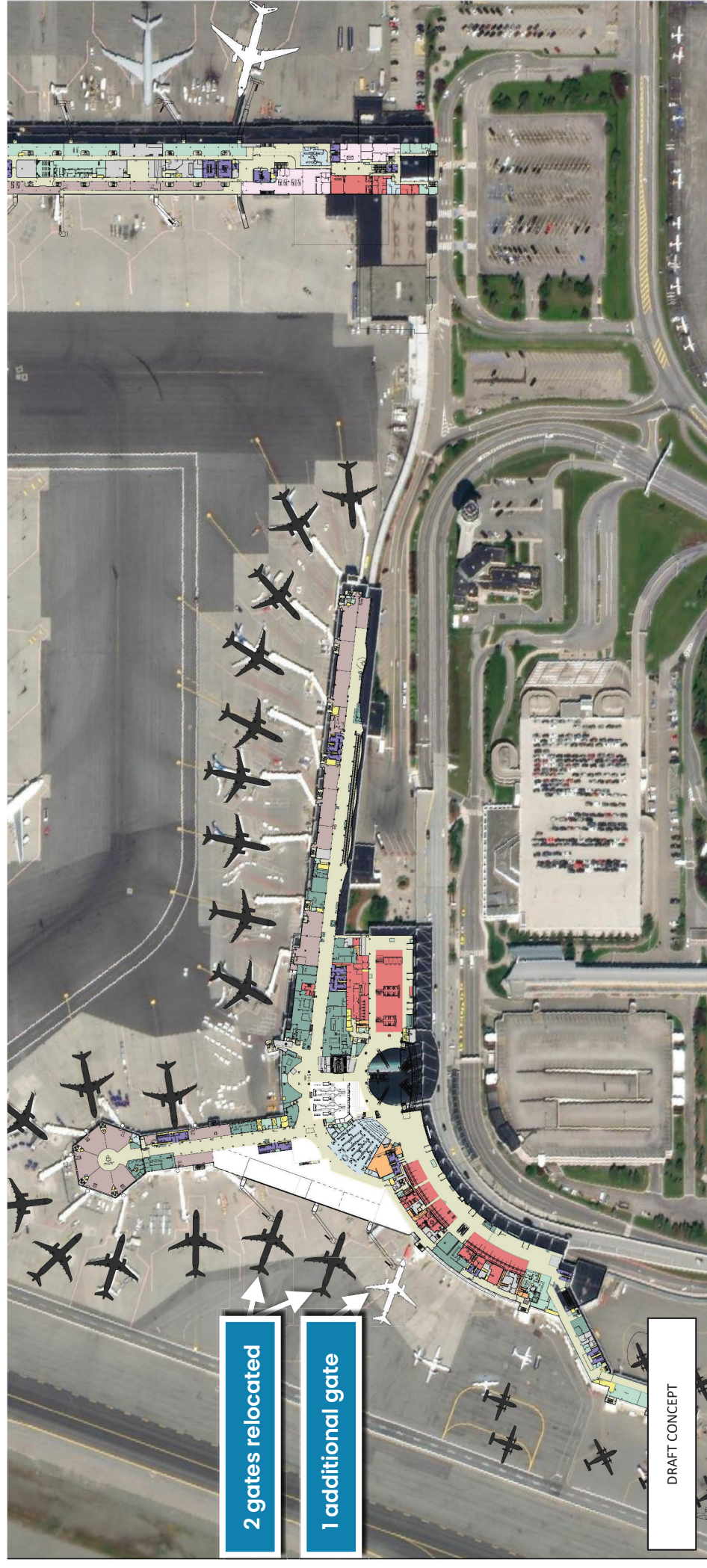


ANC MASTER PLAN

Terminal

Preliminary Terminal Alternatives: Near-Term B Concourse "Bumpout"

ANC



ANC MASTER PLAN

Terminal

Preliminary Terminal Alternatives: Near-Term B Concourse "Bumpout"

ANC



Terminal

Preliminary Terminal Alternatives: Mid/Long-Term Option 1: D Concourse

New "D" Concourse enhances south terminal and provides new international arrivals processing

Adds 8 new jet gates to south terminal including wide body international gates



ANC MASTER PLAN

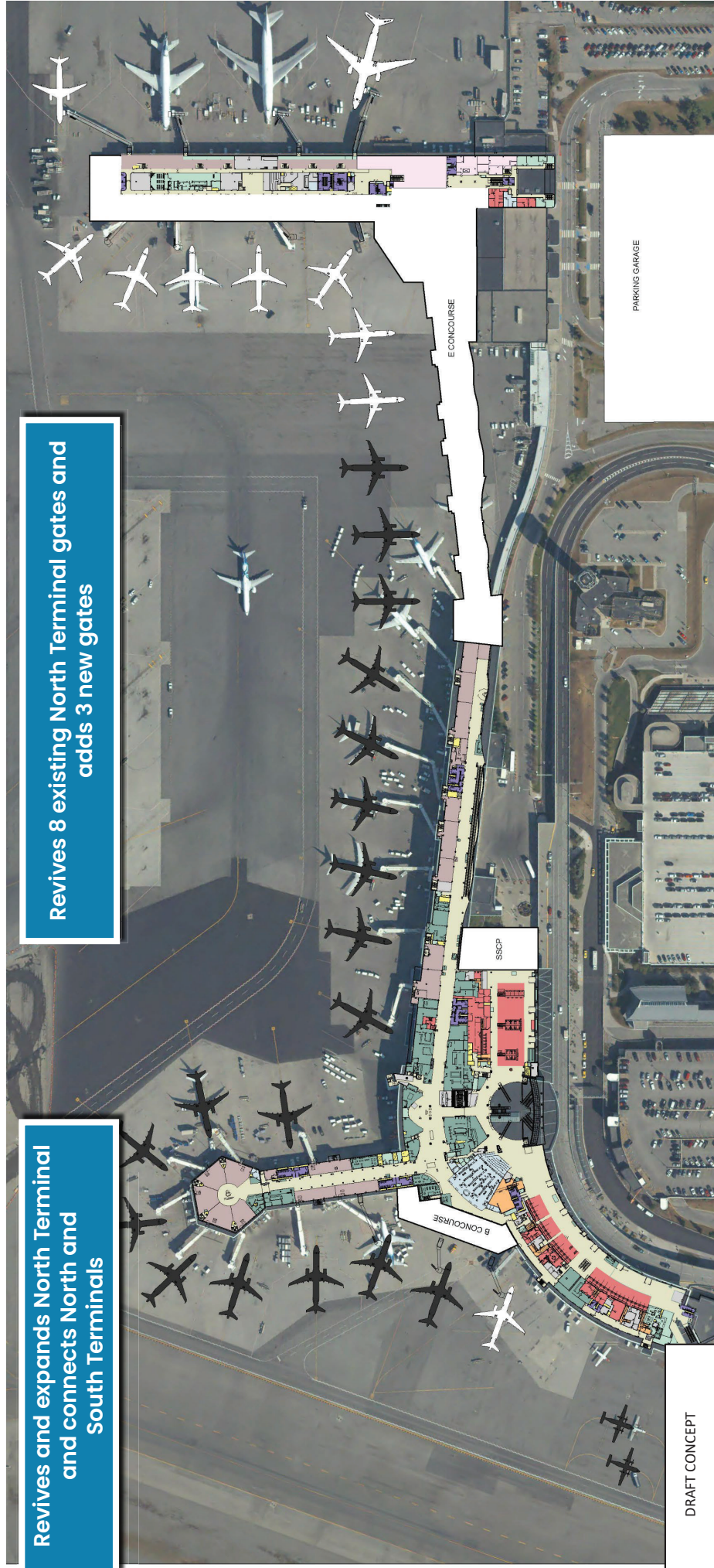
Terminal

Preliminary Terminal Alternatives: Mid/Long-Term Option 2: E Concourse/North Terminal

ANC

Revives and expands North Terminal
and connects North and
South Terminals

Revives 8 existing North Terminal gates and
adds 3 new gates



DRAFT CONCEPT

Facility Requirements Summary

Vehicle Parking Requirements

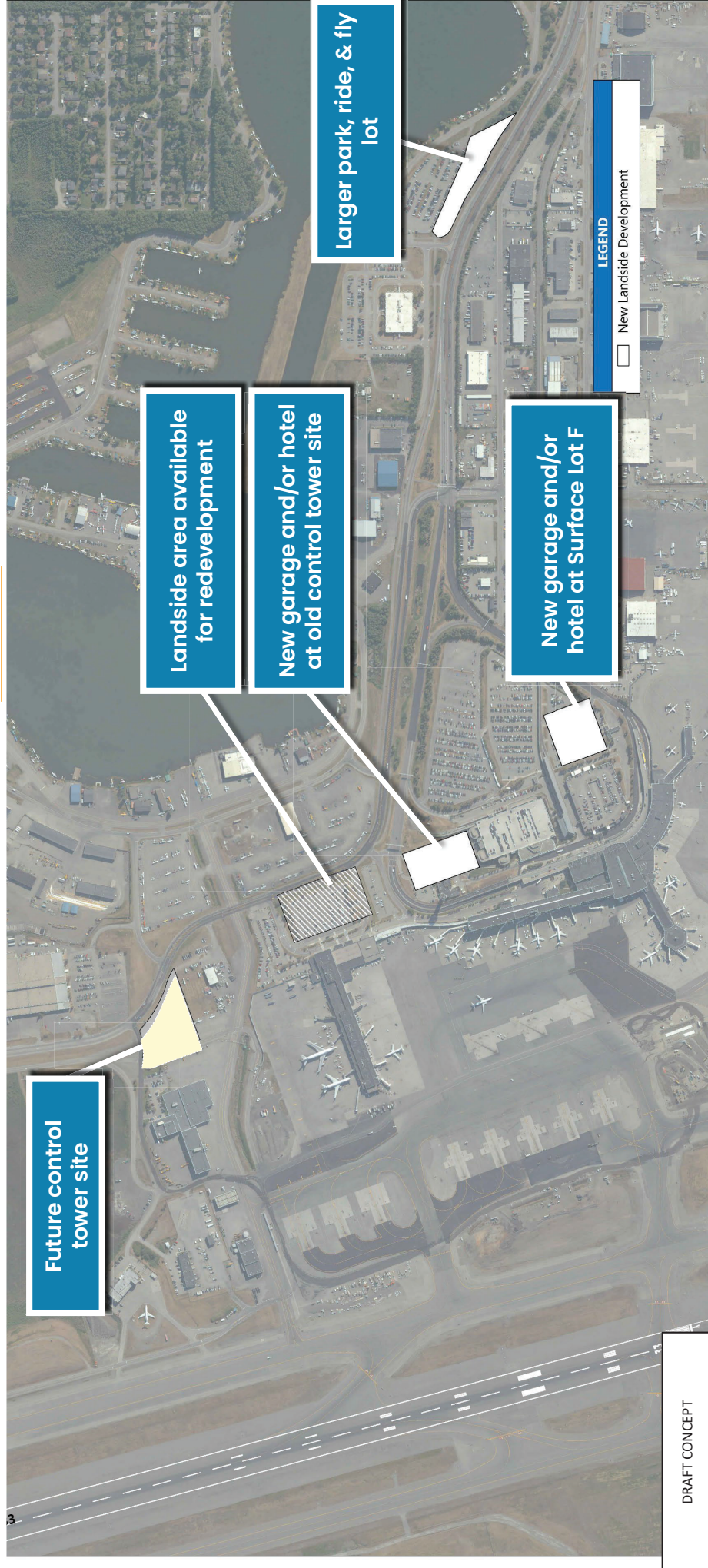
- Existing/PAL 1: 600 additional vehicle parking spaces required to accommodate demand for travelers.
- PAL 3: 2000 additional vehicle parking spaces required to accommodate demand for travelers and employees.

Terminal Roadway Requirements

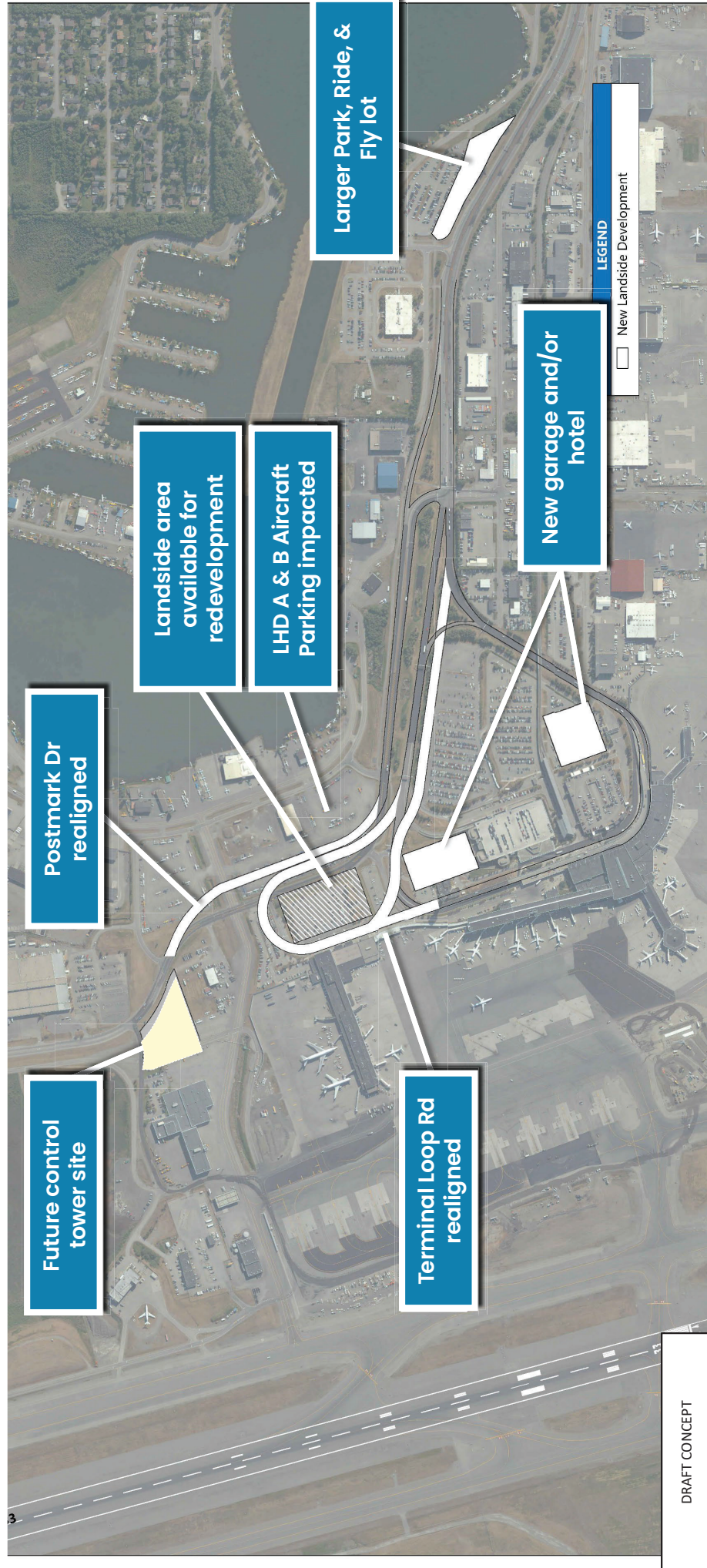
- PAL 3: Terminal loop roadway congestion occurs during peak periods



Preliminary Landside Alternatives: Option 1 – Existing Loop Road



Preliminary Landside Alternatives: Option 2 – New Loop Road



Support Facilities

Facility Requirements Summary

General Aviation (GA) Requirements

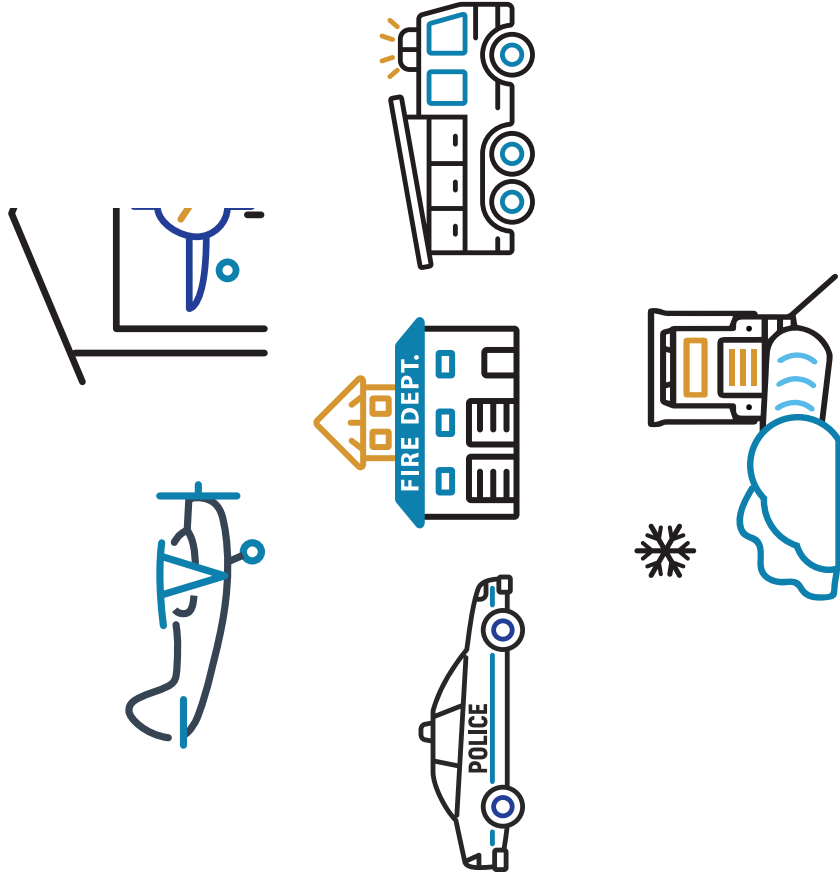
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Aircraft Rescue & Fire Fighting (ARFF)/Police Facility Requirements

- Existing/PAL 1: Facility is 30 years old – expansion and modernization required to accommodate existing safety and security functions.

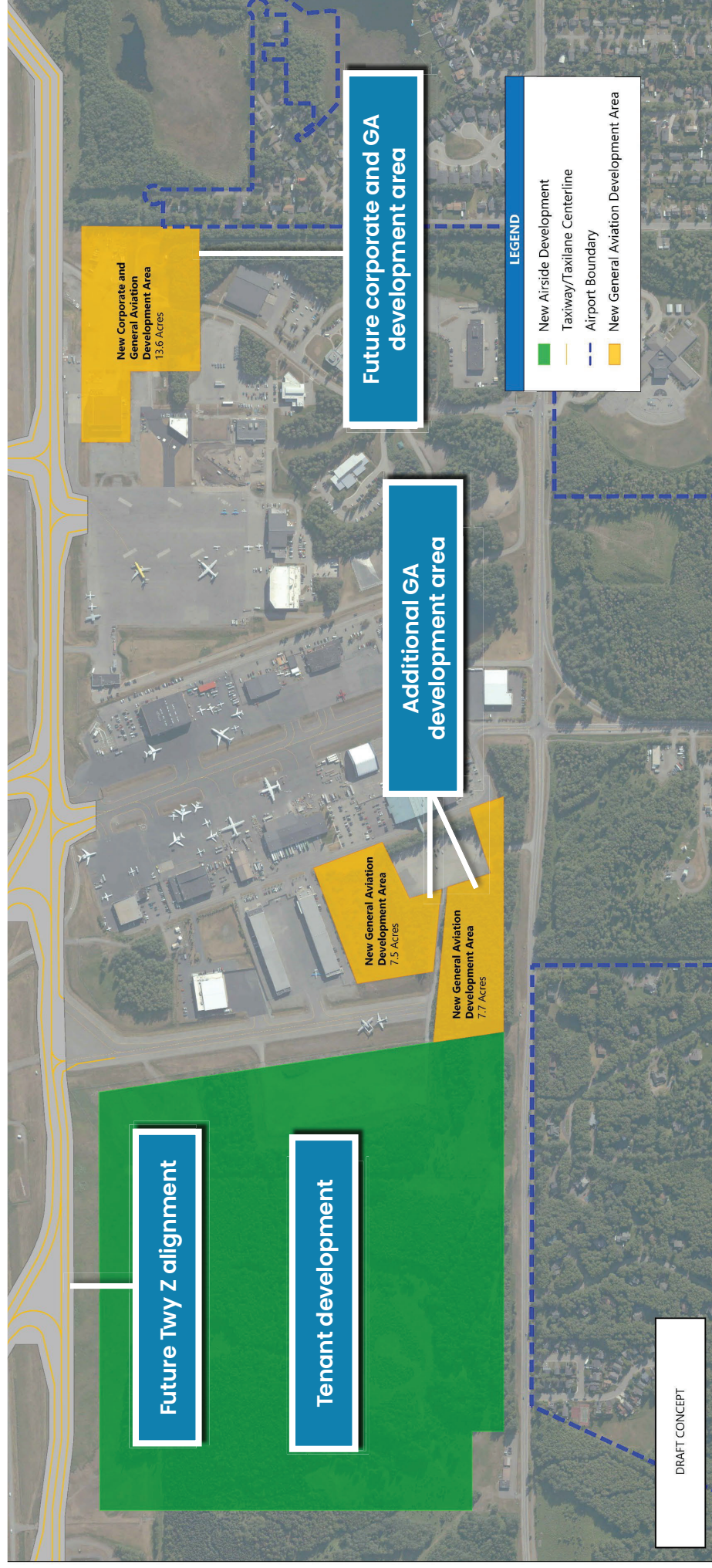
Snow Storage Requirements

- Ongoing: Ample and efficiently located snow storage area as new development is constructed.



Support Facilities

Preliminary S. Airpark Alternative



Support Facilities

Preliminary Aircraft Rescue and Fire Fighting (ARFF)/Police Station Alternative

Renovate and Expansion ARFF/Police Station 1

- Consolidated dispatch functions
- Improved and modernized facilities for airport safety and security
- Accommodations for 24-hour facility staffing



COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update FAQ

The logo for Ted Stevens Anchorage International Airport (ANC) features the letters "ANC" in a bold, white, sans-serif font. To the right of the letters is a stylized white arrow pointing to the right, which also forms part of the letter "C". The logo is set against a dark blue background.

- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

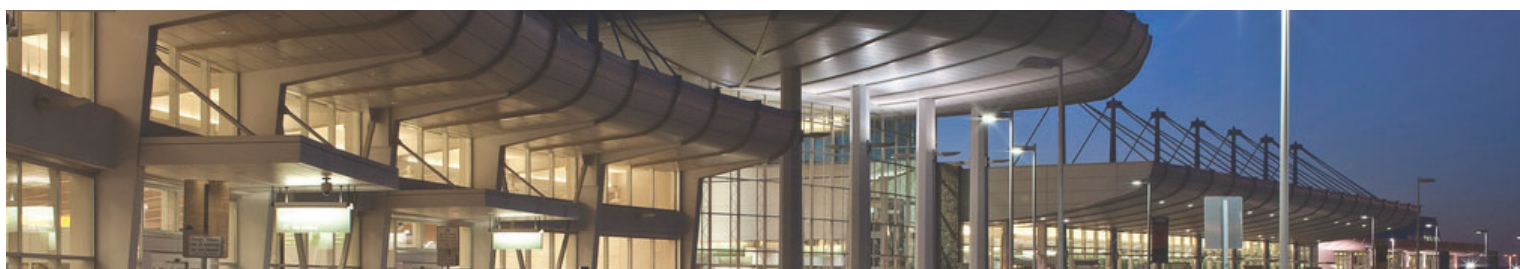
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

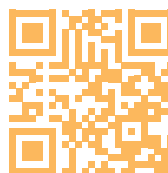
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



Contact

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Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) needs a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration (FAA) requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.

Schedule

The Master Plan Update is anticipated to take roughly 28 months to complete, starting in September 2022 with a final completion date of December 2024.

The schedule may change. The best way to stay up to date is to sign up for email updates.

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Goals

Goals that guide the Master Plan Update include:

1. Safety
2. Efficiency
3. Environmental Sustainability
4. Fiscal Sustainability
5. Land Management
6. Communication
7. Resilience
8. Objectives

Public Involvement Program

In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions and that public input will help make the Master Plan Update a success.

Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.



Contact

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Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Questions? Comments? Contact Us

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Email Announcement

Email One-Week Reminder

Email Public Meeting and Online Open House Today Reminder

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Anchorage Airport Master Plan Update Public Meeting Notice



What does the future of ANC look like? Join us to help inform the vision.

Ted Stevens Anchorage International Airport (ANC) Master Plan Update: Notice of Public Meeting #3 and Online Open House – Preliminary Alternatives

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update. We want to hear from you! Learn more about the preliminary alternatives, and share your feedback.

You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.



Public Meeting Details

Date & Time

Tuesday, February 6, 2024
5:30 - 7:30 PM
Presentation at 5:45 PM

Location

Coast Inn at Lake Hood
Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65



Online Open House Details

Visit us during our online open house to view the materials from February 6 to 20, 2024 at www.ancmpuonline.com.



Questions or comments?

Katherine Wood,
Public Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com

Stay Updated!

Sign up on our website for email updates to get the latest project news:

www.ancmpu.com

Special Accommodations

The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VII Nondiscrimination Policy:

[dot.alaska.gov/tvii_statement.shtml](#). To file a complaint, go to: [dot.alaska.gov/evars/tvii.shtml](#)

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2153 or info@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

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Anchorage Airport Master Plan Update Public Meeting Notice

Join us next week and help shape the future of Ted Stevens Anchorage International Airport (ANC)!

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Anchorage Airport Master Plan Update Public Meeting Notice



Help shape the future of the Ted Stevens Anchorage International Airport (ANC) during our public meeting or online open house today!

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Helmet manufacturer: Mahomes' shattered lid in playoff game 'did its job'

Dave Skretta

Associated Press

KANSAS CITY, Mo. — The manufacturer of the helmet that Chiefs quarterback Patrick Mahomes shattered during their AFC wild-card game with Miami says it "did its job" by protecting the league MVP "during a head-to-head impact in unprecedented cold temperatures."

The game Saturday night was the fourth-coldest

in NFL history. The temperature at kickoff was minus 4 degrees Fahrenheit, and winds gusting to more than 25 mph made the wind chill approach minus-30 during the game.

"Extreme conditions like these are bound to test the limits of even the highest-performing products," Certor Sports, which makes the VICIS ZERO2 helmet that Mahomes was wearing, said in a statement

Wednesday.

Mahomes was scrambling toward the end zone in the second half of the Chiefs' 26-7 victory when he was hit by Dolphins safety DeShon Elliott. Their helmets clashed and, likely because of the extreme cold that made the outer shell brittle, a fist-sized chunk went flying from Mahomes' helmet just above the facemask covering his left eye. "They're testing it

right now," Mahomes said Wednesday, "but I'm adamant on getting the helmet after. It's something that's cool, I'll be able to keep for a long time. Like they said, it did its job. I was perfectly fine after."

The VICIS ZERO2 uses a proprietary multilayer technology that creates a "deformable outer shell," the company said, and that is wrapped around a stiffer inner shell. The design is

similar to that of car bumpers, which might appear to be inexpensive plastic at first glance but are in fact engineered to absorb and disperse energy at the point of impact.

The ZERO2 line, which includes specific models for linemen and quarterbacks, held the top five spots in testing this season by the NFL and NFLPA. The helmets also ranked highly in independent evaluations at

Virginia Tech.

"It is unusual for a football helmet to crack a shell, but we've had occurrences here in the lab and we generally test at ambient temperature," said Barry Miller, who helps direct the Virginia Tech Helmet Lab. "If you asked a football equipment room manager, you may find a different answer, as they see tons of helmets with plenty of impacts."

ALASKA AIRLINES CLASSIC

Mountain City Christian girls basketball team uses 3rd quarter surge to rally past Grace Christian, keep historic win streak alive



The Mountain City Christian Academy bench celebrates during the Lions' 54-44 victory over the Grace Christian Grizzlies during the Alaska Airlines Classic at West High on Tuesday. More photos, adn.com/sports

Josh Reed

Anchorage Daily News

The Mountain City Christian Academy girls basketball team is still getting used to a new name, head coach and life without star guard Sayvia Sellers. Despite all the turnover, the Lions have been able to carry over and maintain one constant: winning.

The two-time defending 4A state champions found themselves in unfamiliar territory Tuesday, trailing reigning 3A champion Grace Christian at halftime in the opening game of the 2024 Alaska Airlines Classic girls tournament at West High. But the Lions recovered from a shaky start to extend their historic win streak against Alaskan competition to 127 straight with a 54-44 victory over the

Grizzlies.

"It feels good to keep winning because everybody keeps doubting us," MCCA sophomore guard Keele Kronberger said.

The Lions trailed by five points at the end of each of the first two quarters and entered halftime down 24-19. They came firing out of the gates in the third quarter, outscoring the Grizzlies 17-2 to take a 36-26 lead into the fourth.

The first half was a slow start and we're still feeling out what offenses work for us," Mountain City head coach Alexia Novelli said. "We have such a long athletic team that I don't think most high school girls teams have, so trying to learn how best to use that

See CLASSIC, A16

Mayo kept cards close in Patriots' introductory press conference

Andrew Callahan

Boston Herald

FOXBOROUGH,

Mass. — If there were any doubts Jerod Mayo will be his own man as head coach of the Patriots — not another ex-Bill Belichick assistant turned humorless, ineffectual impersonator — they should have died Wednesday.

Mayo broke from Belichick several times during his introductory press conference. Mayo interrupted Robert Kraft's opening statement to crack a joke at his boss' expense and then referred to Kraft almost exclusively by nickname. Imagine Belichick calling Kraft something like "Thunder" just once, and enjoy a quick laugh.

Mayo also broke with Kraft when the octogenarian raised the idea of being "colorblind" when discussing Mayo's standing as the first Black head coach in team history.

"I appreciate (Kraft) and the organization selecting me to be a Black head coach," Mayo said.

What I will say, though, is I do see color because I believe if you don't see color, you can't see racism." There you have it. Yes, indeed, it's a new era in New England. Now, as for all of the other doubts about the Patriots entering this era?

Fair game.

There's the front office, barren offensive roster and incomplete coaching staff. But let's stay with Mayo, the new man, character in New England's longest running drama, just a little longer.

The 37-year-old did not effort to win the press conference, a silly notion and meaningless phrase often tossed around at times of coaching change. Press conferences score zero points and don't force punts. They are a non-negotiable part of the job that usually incur one of two things: fleeting applause or avoidable damage to your team or yourself.

Just ask Joe Judge. Two years after "winning" his first press conference as head coach of the Giants, Judge talked himself

out of a job by babbling after one bad loss, then another and another at the end of an embarrassing 2021 campaign. Eventually, Giants ownership called Judge into their office, and he couldn't talk his way into a third season.

Mayo, more than likely, won't meet the same fate. He seems secure enough not to play to the applause or chase it for approval. But if Wednesday's opener was any indication, Mayo also won't be divulging much publicly.

In this sense, he and Belichick seem to be in lock step, recognizing the reward is not worth the risk behind a microphone. That isn't to say Mayo won't be himself; a charismatic leader with media savvy known by ex-teammates, current players and colleagues for his sense of humor and strong voice. Furthermore, Mayo told ESPN he wants to rebuild the relationship between Patriots players and coaches and the media.

That sure is music to my ears, but not the music that matters. The notes Mayo played Wednesday were a song about side-stepping and generalizing when it came to the future of his staff and broken offense.

To wit: this is how Mayo answered a question about possibly opening an offensive coordinator search: "Everything's still under consideration. Obviously the staff that I've been working with isn't the staff that I have chosen. Everything is under evaluation. I would say with all of my coaches, the number one thing is developing people."

What about his vision for fixing an offense that averaged fewer than 14 points per game last year?

"First of all, I would say just the energy, right? The passion, the leaders on the offensive side of the ball," Mayo began. "I think you have to get that stuff in place first. And honestly, as the season starts to roll, you start in the weight room. I think the weight room is really one of the most important areas in the building to really evaluate the people

with the team."

So the fix is ... more squats?

To be clear, answering like this is Mayo's prerogative. And, in the words of his predecessor, probably in the best interest of the football team.

Zooming out, Mayo cannot rebuild the offense without a coaching staff. Right now, the Patriots' coaching staff consists mostly of assistants on vacation and/or expiring contracts. There is no guarantee Mayo will be able to simply pick and choose whom he wants to keep and whom he wants to hire.

Because the pool of candidates he'll soon be fishing from will have Belichick tossing a line in as soon as Belichick lands another head-coaching job. Mayo was wise not to tip his hand about whether he prefers candidates like Bill O'Brien, Josh McDaniels, neither or both. Offering an answer with specifics about a scheme, a coach's background or experience would risk flashing his cards to Belichick, who has studied opposing coaches' press conferences for years looking for a competitive edge.

Until the Patriots' assistants are all back in town or ready to negotiate, Mayo's objective should be to lay out as many options — Plans A, B and C — for himself as possible to give himself the best chance at building a strong staff and then an offense. Mayo appears to have done this on defense, having reportedly offered to keep Belichick's sons, Steve and Brian Belichick, on staff as assistants. Will they stay? Will they go?

Who knows. Mind you, Mayo has only been on the job six days. Six.

The Patriots were one of eight franchises to change head coaches this offseason, and they are the only ones to have already hired and introduced a replacement. Zetustin in place first. And an entirely settled staff under contract. That does not make the Patriots' coaching situation unique or reason to worry.

For now, Mayo is keeping his cards close to the

vest in a game he just started playing. So far, so good. That is, with one exception.

Without second thought, Mayo coughed up his game plan for handling visiting family on

Wednesday night: "We're turning up," he said. Cheers to that.

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

In-person Public Meeting and Online Open House #3

WHAT IS BEING PLANNED?

ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives have been prepared based on changes in aviation demand and needed facility improvements, which were presented at the previous public meeting in September 2023.

WHY THIS PUBLIC NOTICE?

This notice is to inform you about this public meeting and online open house. We are seeking your feedback to inform ANC's evaluation and selection of an alternative for the recommended plan. One in-person meeting and a 2-week online open house will be held to give you the opportunity to learn more about the project and tell us what you think about the preliminary alternatives.

WHERE DO YOU COME IN?

Attend our in-person public meeting in Anchorage and visit our online open house. Come listen to our presentation; attend the open house after; and talk with the project staff. Do you have thoughts on the preliminary alternatives? Would you be interested in providing comments on the project? **Contact the project team!**

Meeting Details

DATE & TIME
Tuesday, February 6, 2024 from 5:30–7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue, Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

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SPECIAL ACCOMMODATIONS

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ALASKA LEGISLATURE

State's working population loss casts long shadow over legislative session

James Brooks
Alaska Beacon

JUNEAU — As the Alaska Legislature convenes in Juneau, the state population is on the minds of lawmakers.

For the 11th consecutive year, more people moved out of Alaska than moved into it, according to new estimates published this week by the Alaska Department of Labor.

Though new births over the past year counterbalanced the losses, the state's population growth was a meager 0.04%, demographers estimate. The state's new estimated population, 736,812, is below what it was in 2012.

While the trend has been building for more than a decade, the number of lawmakers calling for swift and major action has grown, and a variety of proposals are now circulating in the Capitol.

"It's just interesting this year how, regardless of whether it's cost of living, energy costs, schools, everybody's bringing up that population loss," said Rep. Jeff Stapp, R-Fairbanks.

But why now, after 11 years of losses?

"I think it's been finally recognized,"



said Senate Majority Leader Cathy Giessel, R-Anchorage. "You know the old analogy: 'How do you boil a frog?' You turn up the heat slowly. And then finally, the frog realizes, 'Oh, no, I'm cooked.' I think that's kind of what's happened."

In the first three days of the legislative session, population loss has been referenced dozens of times, and the proposed solutions vary widely.

Rep. George Rauscher, R-Sutton and a member of the House majority coalition, suggested that high electricity prices are contributing to a high cost of living, and Speaker of the House Cathy Tilton, R-Wasilla, said "the No. 1 priority here for our caucus will be to figure out how we reduce the cost of energy all across Alaska."

Senate President Gary Stevens, R-Kodiak, said increased education funding is the No. 1 priority of the Senate's bipartisan majority. More funding will result in better schools, he and others suggested. "We have put education at the very top," he said.

Members of the predominantly Democratic minority in the House have also called education funding part of the answer.

"This is a crisis, an absolute crisis," said House Minority Leader Calvin Schrage, I-Anchorage.

Giessel said the lack of a pension program for state employees is deterring people from moving to the state to take state jobs, and the revival of the pension is the majority's No. 2 priority.

She and others said they're particularly alarmed by the decline in the state's working-age population, the number of residents between 18 and 64 years old. That's fallen from more than 480,000 in 2013 to about 450,000 today.

"If we have aspirations to build an in-state gas pipeline, to amp up and modernize our transmission lines, to improve our education outcomes, it means that we need to have qualified workforce here," Giessel said. "These are the folks that are leaving, that are being recruited to other states."

In a written message published on Monday, Gov. Mike Dunleavy said he intends to make affordability a major issue during the session by introducing a series of bills.

"A major focus for this year's legislative session is affordability. Alaska can be an

expensive place to live, but we can also do something about it. Food and energy security, child care, housing, access to land, and healthcare are the key areas we need to work on to make Alaska an even better place to live," he said.

Jeff Turner, the governor's communications director, said that "the affordability push is to ultimately start growing Alaska's population. The key is to make it an even better place to raise a family."

He said he expects that message to be included in next week's State of the State address.

Stapp, a member of the House majority, said that with so many ideas floating around, there's a big unanswered question.

"Everyone kind of agrees on the issue: We're seeing outmigration in our state. We're even going to agree on a lot of the reasons why that's happening. So the problem is, when it comes to it, what are you going to do about it?"

Originally published by the Alaska Beacon, an independent, nonpartisan news organization that covers Alaska state government.

FROM PAGE A1

BRIDGES

methods and how long construction takes, they say.

With record snowfall this winter, Glenn Highway drivers have reported challenging conditions over the Knik River bridges, particularly on the older span.

The northbound bridge was the site of a seven-car collision on Christmas Day caused by icy conditions, Alaska State Troopers said in an online report. About 90 accidents occurred in the miles on or just south and north of the bridges between 2018 and early this month, according to data provided by the troopers.

The Knik River bridge repairs are expected to begin this summer, though it's possible that start date could push into next year due to planning delays and the complexity of the work, said Christina Huber, a project manager for the Alaska Department of Transportation and Public Facilities. For example, bids for a construction contractor are not yet done — they're scheduled to open in the next six weeks — even though



The Glenn Highway bridges spanning the Knik River, shown here on Jan. 16, are scheduled for a major overhaul this summer.

preliminary plans for the work are complete, Huber said.

Because some of the construction requires the weather to be

not too cold or wet, work is likely to extend over two summers once it gets underway, she said. Plans

call for each bridge to be closed

for up to a month while the work is done, with traffic routed onto

the other span during the closure. Scheduled fixes include

completely replacing the joints used where the bridge meets the highway and swapping the decks' current concrete with a new concrete that will better bond with future repairs, Huber said. Crews will also be removing a decking system installed in the bridges in 2006 but out of commission since 2017 due to repair and upkeep problems.

Once bridge repairs start, state officials say they are hoping to avoid the kind of hours-long delays caused by construction at the Mirror Lake exit in 2021. Huber's team is using computer modeling that maps out potential delays and projects alternate patterns such as adding an extra lane of traffic to the bridge not under construction, she said.

The construction will bring the first major fixes ever done on either bridge span, Huber said.

"We don't rush out there and close these bridges and mess around with them every day," she said. "When we do it, it's because it really needs it and we're trying to do it as efficiently as we can."

Questions about the project can be sent by email to Huber at christina.huber@alaska.gov.

FROM PAGE A1

GAZA

Netanyahu's residence in Jerusalem and vowed to stay until a deal is reached.

Netanyahu, in a defiant new statement, said he stressed in his conversation Friday with U.S. President Joe Biden that he rejects Hamas demands for a cease-fire, Israeli forces' withdrawal and the release of Palestinians held by Israel in exchange for the remaining hostages. He said that agreeing means another devastating Hamas attack "would only be a matter of time."

Netanyahu also rejects calls from U.S., its closest ally, for postwar plans that would include a path to Palestinian statehood. U.N. Secretary-General Antonio Guterres called the refusal to accept a two-state solution unacceptable.

"The Middle East is a tinderbox. We must do all we can to prevent conflict igniting across the region," Guterres added. "And that starts with an immediate humanitarian cease-fire to relieve the suffering in Gaza."

The war began with Hamas' attack in southern Israel on Oct. 7. Palestinian militants killed some 1,200 people, mostly civilians, and took about 250 hostages back to Gaza.

Israel's military announced the death of 19-year-old Sgt. Shay Levinson, who was among the hostages. His date of death was given as Oct. 7, but there were no further details. According to Israeli media, his body is still in Gaza.

Israel has responded to the Oct. 7 attack with a bombing campaign and ground invasion that laid waste to entire neighborhoods in northern Gaza and spread south, striking some areas where it told civilians to seek refuge. Ground operations are now focused on the southern city of Khan Younis and built-up refugee camps in central Gaza dating to the 1948 war surrounding Israel's creation.

"The plumes of smoke from tanks, artillery and the planes of the air force will continue to cover the sky over the Gaza Strip until we will achieve our goals," Defense Minister Yoav Gallant said.

Since the war started, 25,105 Palestinians have been killed in Gaza, while another 62,681 have been wounded, the Health Ministry said. The toll included the 178 bodies brought to Gaza's hospitals since Saturday, Health Ministry spokesperson Ashraf al-Qidra said.

The overall toll is thought to be higher because many casualties remain buried under rubble or in areas that medics can't reach, al-Qidra said.

The Health Ministry does not differentiate between civilians and combatants in its figures but says about two-thirds of the people killed in Gaza were women and minors. The ministry is part of the Hamas-run government, but its casualty figures from previous wars were largely consistent with those of U.N. agencies and even

the Israeli military.

The Israeli military says it has killed around 9,000 militants, without providing evidence, and blames the high civilian death toll on Hamas because it positions fighters, tunnels and other militant infrastructure in dense neighborhoods. The military released footage of a tunnel under a residential neighborhood in Khan Younis where the army believes at least 20 hostages were kept at different times.

Israel's military said the demolition last week of a key building at Israa University in Gaza was under review, and asserted that preliminary findings indicated Hamas had used the compound for military purposes. The university has said the "attack" came weeks after Israeli forces occupied the building.

The war has displaced some 85% of Gaza's residents, with hundreds of thousands packing U.N.-run shelters and camps in the south. U.N. officials say a quarter of the population of 2.3 million is starving as a trickle of humanitarian aid reaches them because of the fighting and Israeli restrictions.

Israel said 260 trucks of aid entered Gaza on Sunday, the highest number since the war began. About 500 entered daily before that, according to the U.N.

"Bread does not suffice for one hour," said Ahmad Al-Nashawi, who accepted donated food at a tent camp in the southern city of Rafah. "You can see how many children we have other than women and men. What matters most for a child is to eat."

At the new protest camp outside Netanyahu's Jerusalem residence, hostages' families urged the government to act.

"It's not logical that you're telling us the war must continue, and you keep saying that because of military pressure we will release them, but we don't see a single one released because of this pressure," said Gilad Korengold, the father of hostage Tal Shoham.

Some top Israeli officials have begun to acknowledge that Netanyahu's goals of "complete victory" over Hamas and returning the remaining hostages might be mutually exclusive.

A member of Israel's War Cabinet, former army chief Gadi Eisenkot, said last week that the only way to free the hostages was through a cease-fire.

But Netanyahu's far-right coalition partners push him to step up the offensive, with some calling for the "voluntary" emigration of hundreds of thousands of Palestinians from Gaza and the re-establishment of Jewish settlements there.

Hamas is believed to be using the hostages as shields for its top leaders. Israel has rescued one hostage, and Hamas says several have been killed in Israeli airstrikes during failed rescue operations.

Hostages' families want an exchange like the one during a weeklong November cease-fire. Other Israelis are frustrated by the security failures ahead of the Oct. 7 attack and by Netanyahu's handling of the war.

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

In-person Public Meeting and Online Open House #3

WHAT IS BEING PLANNED?

ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives have been prepared based on changes in aviation demand and needed facility improvements, which were presented at the previous public meeting in September 2023.

WHY THIS PUBLIC NOTICE?

This notice is to inform you about this public meeting and online open house. We are seeking your feedback to inform ANC's evaluation and selection of an alternative for the recommended plan. One in-person meeting and a 2-week online open house will be held to give you the opportunity to learn more about the project and tell us what you think about the preliminary alternatives.

WHERE DO YOU COME IN?

Attend our in-person public meeting in Anchorage and visit our online open house. Come listen to our presentation; attend the open house after; and talk with the project staff. Do you have thoughts on the preliminary alternatives? Would you be interested in providing comments on the project? **Contact the project team!**

Meeting Details

DATE & TIME
Tuesday, February 6, 2024 from 5:30–7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue, Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Join our mailing list for project news and updates at:
www.ancmpu.com

SPECIAL ACCOMMODATIONS

The Alaska Department of Transportation and Public Facilities (DOT&P)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and program opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvp_statement.html. To file a complaint, go to: dot.alaska.gov/cvirts/tfivvi.html.

The DOT&P complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in the public meeting should contact Katherine Wood at 907-644-2153 or info@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

FROM PAGE A1
WARNING

official Ross Noffsinger. "If they haven't removed the snow yet... we're feeling that the potential for failure is high enough that we basically need to make direct contact with the building owners and... request that they remove the snow and not occupy the space until the snow is removed."

The letters include photos of the roof structures that are a concern, as well as photos of roof construction that are not considered a problem.

Last March, officials with the municipality identified the problematic design flaw common to most of the buildings that collapsed, Noffsinger said. The failures primarily occurred in structures supported by wooden truss beams connected with metal gang nail plates built before 1990, particularly among flat-roofed commercial buildings with long truss spans.

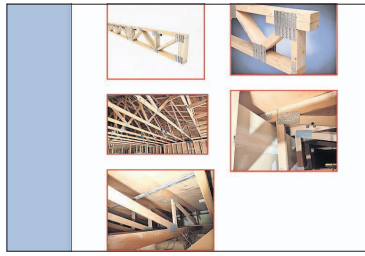
The letter is expected to start arriving in property owners' mailboxes before week's end. Anchorage has about 80,000 buildings, Noffsinger said, and the municipality compiled the list of buildings at risk through a combination of property records, pre-existing aerial surveys and images from Google Maps.

He declined to provide a list of the buildings and said there are no plans to publicize it. That's due to concern about property theft if buildings are vacated until snow clearing can occur, he said.

The municipality has never taken the step of sending out letters to property owners to deal with the risk of roof collapse from snow load, he said.

Many of the roofs have collapsed at snow loads that are below the design standard, the city's notice says.

"The roof construction of concern has failed multiple times



Roofing construction types that are a concern regarding the snow loading of the 2023-24 winter season are shown at left. Roofing construction types that are not a concern are shown on the right. The Municipality of Anchorage sent out a letter to building owners about types of roofing construction.

even when supporting less than 15 pounds per square foot of snow," the letter continues. "Additional time or snow could lead to failure."

The snow load on uncleared roofs has likely grown to about 30-35 pounds per square foot, after 17 inches fell on Anchorage early this week, Noffsinger said. Anchorage code dating back to at least the 1960s requires that buildings support a minimum of 40 pounds per square foot of snow.

Two people who experienced damage because of collapsed roofs said they're glad the municipality is taking increased steps to deal with the problem. They suggested more could be done.

Anna Dugan said she and her husband were leasing storage space in a commercial condominium unit at 5401 Cordova St. when the roof collapsed earlier this month.

The roof collapsed onto the RV the couple was keeping inside the unit, she said.

She said building owners should take the issue seriously.

She suggested the city could consider taking additional steps so the public can feel safe

entering one of the high-risk buildings. As one last resort option, the city might consider publishing its list of businesses, she said.

FashionPact owner Brittani Clancey, whose downtown shop collapsed dramatically in March last year, said better notification to property owners is an important step.

She said her roof had been shoveled and didn't hold much snow before it collapsed, so shoveling may not guarantee a roof's safety.

She said it's been a challenging year getting her business back on its feet. She successfully challenged her insurance company to get a fair payout, but it took 10 months and required her to hire multiple experts. She also took the costly step of opening a new store following the collapse.

"I'm grateful we didn't die, but this process has been rough," she said.

It seems like the collapses will keep happening as certain buildings age, unless something is done, she said.

"The best thing in my opinion is to figure out the cause," and how the roofs can be retrofitted to

survive Alaska winters, she said.

Noffsinger said there are no regulations requiring property owners to say, clear roofs of heavy snow loads. There aren't any plans from his department to propose any at this point, he said.

"We're really trying to thread the needle here, between public safety and being accurate and reasonable," he said. "No one's being blamed. We've just discovered this thing that needs to be addressed."

He said now that the letters have been mailed, the next step for the municipality could be determining what must be done to retrofit the high-risk roofs.

"It seems a logical conclusion, with what we know now, that there will be a significant number of buildings that are going to require their trusses be strengthened," he said.

Some trusses may need to be replaced altogether, he said.

He said it's only good fortune that more people haven't been hurt by the damaged roofs.

While no residential roofs have been reported as having collapsed this year, Noffsinger has said previously that with so much snow this year, homeowners and

landlords should think about clearing their roofs at least once this winter.

It's a case-by-case basis, he said on Wednesday.

Residential roofs typically span small areas compared to commercial building roofs, with more supporting walls, factors that help make them less prone to failure. The municipality has issued snow-clearing guidance for both commercial and residential buildings.

Determining when to clear a house can be complicated, Noffsinger said.

New construction homes built after 2000 should not be at risk of a damaged roof from heavy snow load, he said.

Older homes, such as those built in the 1940s or 1950s, should be cleared if the owner is concerned, he said.

Homes built around the 1980s, a period that saw many Anchorage houses built, are a mixed bag, he said.

The city had good building code requirements, but poor oversight then, he said.

"That's really the homeowner's call," he said.

FROM PAGE A1

COLLAPSE

"AFD was advised that all building occupants were accounted for. There were no fatalities or injuries reported," the department said.

Observing the scene Wednesday afternoon, Ross Noffsinger, acting building official, said the building contained the parallel-chord, wooden trusses that have been a problem in other collapses.

Daniel King, a plan review engineer with the municipality, said the building was one of those selected to receive the warning letter. "This is one of the buildings that's on our list of people that we're mailing out to let them know that these are a concern, and you should be shoveling your roof and getting it analyzed," he said.

It is at least the sixth to buckle this winter. More than 8 feet of snow has fallen on Anchorage this winter, including 17 inches early this week.

It is also the second collapse in two days — on Tuesday, the fire department received notice that a different roof over part of a building at 611 Raspberry Road collapsed due to heavy snow.

Noffsinger said on Wednesday the roof on Raspberry Road collapsed in part because of heavy snow. It appeared the snow had not been shoveled, following an aerial drone survey, he said.

"And it was the trusses of concern, the parallel-chord wood trusses with the metal, gang-nail plates," he said.

The collapse on Wednesday was limited to one half

"This is one of the buildings that's on our list of people that we're mailing out to let them know that these are a concern, and you should be shoveling your roof and getting it analyzed."

— Daniel King, a plan review engineer with the municipality

of the full structure. By early afternoon, five men were pushing loads of snow off the roof above a car accessory business connected by a load bearing wall. The shop's owner, Shannon Johnston, said he, employees and customers were inside Wednesday when they began hearing strange sounds.

"I said 'Everybody get the hell out!'" Johnston said, standing outside in the parking lot.

When the roof came down it took out the sprinkler system, and a streak of freshly frozen ice stretched from the wreckage into a nearby side street.

Milo Tremblay works at the car business and said that at first he heard what sounded like piles of snow or heavy footsteps hitting the roof. Once he was outside the building, he saw the adjoining half of the structure buckle down the middle.



Photos by LOREN HOLMES / ADN



Plan review engineer Daniel King, right, takes pictures at the site of a partial roof collapse on Wednesday in South Anchorage. Acting building official Ross Noffsinger is at left in red.

Ross Noffsinger, acting building official, and Daniel King, plan review engineer, are reflected in the window of a building that suffered a partial roof collapse on Wednesday in South Anchorage. It was the second roof to collapse in a week, and came a day after the municipality sent letters to property owners urging them to clear snow from roofs.

"That door just blew out," he said, pointing to the jumble of metal, plywood and beams past the metal door frame. "And it was locked."

Municipal officials have issued snow-clearing guidance for commercial and residential buildings in the city. The buildings at the highest risk are commercial structures with large, flat roofs built prior to 1990 and supported by those wooden trusses and gang-nail plates that help hold the wood together.

The collapses this season have outpaced last winter, when at least 16 roofs

Daily News reporter Zachariah Hughes contributed to this story.

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ANG Ted Stevens Anchorage International Airport (ANC) Master Plan Update
In-person Public Meeting and Online Open House #3

*** PUBLIC MEETING REMINDER ***

DATE & TIME
Tuesday, February 6, 2024
5:30-7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502
Anchorage People Mover Bus
Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

For full meeting details, visit the project website at www.ancmpu.com

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300
Legals

Legals & Public Notices
301

Alaska Exchange Carriers Association's Rate Development & Tariff Committee will conduct a special meeting Thursday January 18, 2024 at 9:00 am from 810 N St, Ste 204, Anch AK 99501.

Pub: Jan. 17, 18/2024

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ANCHORAGE DAILY NEWS

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Notice to Creditors
302

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that Miriam R. Freese has been appointed Personal Representative of the above named estate. All persons having claims against the said decedent are required to present their claims within four months after the date of the first publication of this notice or said claims will be forever barred. Claims must either be presented to Miriam R. Freese, Personal Representative, 620 Faulkner Boulevard, Suite 101, Juneau, Alaska 99901-6924, or filed with the Superior Court for the State of Alaska, Third Judicial District at Anchorage, Alaska, 3AN-23-02275 PR.

Pub: Jan. 11, 18/2024

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA AT GLENDALE

In the Matter of the Estate of Jan David Cartwright.
DATE OF BIRTH: 03/29/1945
Case No. 3GJ-23-0178

NOTICE TO CREDITORS

NOTICE IS GIVEN that Casey Brockman has been appointed to act as the Personal Representative of the above named estate. All persons having claims against the decedent are required to present their claims within four (4) months after the date of first publication of this notice or said claims will be forever barred. All claims should be presented to Casey Brockman, PO Box 723, Glenallen, AK 99588. DATED this 11th day of January, 2024.

By: /s/ Casey Brockman

Pub: Jan. 16, 25, Feb. 1/2024

Notice to Creditors
302

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA THIRD JUDICIAL DISTRICT AT ANCHORAGE

In the Matter of the Estate of KARELLA ANN GUMPERT, Decedent.
Case No. 3AN-23-0734 PR

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that Suzanne Cannon has been appointed Personal Representative of the above-captioned Estate. All persons having claims against said Estate are required to present their claims within four (4) months after the date of the first publication of this Notice or said claims will be forever barred. All claims should be presented to the Wilcox Law Firm, 2440 E. Tudor Road, Suite 314, Anchorage, Alaska 99507, which place has been selected by the Personal Representative as the place for transaction of business of said Estate, within four (4) months after the date of the first publication of this Notice.

DATED at Anchorage, Alaska, this 24th day of December, 2023.
WILCOX LAW FIRM
By: /s/ Paul S Wilcox
ABA No. 7405060
Pub: 1/4, 11, 18/2024

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA THIRD JUDICIAL DISTRICT AT ANCHORAGE

In the Matter of the Estate of HARRY PANICEK KALZAK, Decedent.
Case No. 3AN-23-0259 PR

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that the undersigned has been appointed Personal Representative of the above named estate. All persons having claims against the decedent are required to present their claims within four (4) months after the date of the first publication of this Notice or said claims will be forever barred. Claims must be presented to the Law Office of Ella Anjak, 525 West 3rd Avenue, Suite 101, Anchorage, Alaska 99501, or filed with the Superior Court for the State of Alaska, Third Judicial District at Anchorage, Alaska, 3AN-23-02275 PR.

Pub: Jan. 18, 25, Feb. 1/2024

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA AT ANCHORAGE

In the Matter of the Estate of David Rhyt Blosser.
Decedent.
Case No. 3AN-23-02238PR

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that Sharon Blosser has been appointed personal representative of the above named estate. All persons having claims against the decedent are required to present their claims within four (4) months after the date of first publication of this notice or said claims will be forever barred. All claims should be presented to Sharon Blosser, PO Box 216681, Anchorage, AK 99521. DATED this 13th day of November, 2023.

By: /s/ Sharon Blosser

Pub: Jan. 18, 25, Feb. 1/2023

Legals & Public Notices
301

ANCHORAGE AIRPORT MASTER PLAN UPDATE PUBLIC NOTICE

Announcement of in-person Public Meeting #3 and Online Open House

Ted Steins Anchorage International Airport (ANC) Master Plan Update (Project No. CA 070847).

Public Meeting Details

Tuesday, February 6, 2024

5:30-7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House Details

Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpupdate.com.

WHAT IS BEING PLANNED?

ANC is updating its Master Plan. This plan is updated every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives have been prepared based on changes in aviation demand and needed facility improvements, which were presented at the previous public meeting in September 2023.

WHY THIS PUBLIC NOTICE?

ANC is hosting a third public meeting and online open house for the ANC Master Plan Update project. This notice is to inform you about this meeting and open house. We are seeking your feedback to inform ANC's evaluation and selection of an alternative for the recommended plan. One in-person meeting and a 2-week online open house will be held to give you the opportunity to learn about the project and tell us what you think about the preliminary alternatives. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpupdate.com.

A public involvement plan for the ANC Master Plan Update is available for review on our website.

WHERE DO YOU COME IN?

Attend our in-person public meeting in Anchorage and visit our online open house at www.ancmpupdate.com. Come listen to our presentation on Tuesday, February 6, 2024, at 5:45 p.m. attend the open house after, and talk with the project staff working on the ANC Master Plan Update project. Do you have thoughts on the preliminary alternatives? Would you like to comment on project comments on the project? Contact the project team! Stay updated! Sign up on our website or email updates to get the latest project news. www.ancmpupdate.com.

SPECIAL ACCOMMODATION

The Alaska Department of Transportation and Public Facilities (DOT&PF)ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvri/statement.shtml. To file a complaint, go to: dot.alaska.gov/tvri/statement.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2153 or info@ancmpupdate.com as soon as possible but no later than 48 hours before the scheduled event.

Pub: Jan. 18, 2024

Advertise your legal notices

Please call 257-4286, fax to 279-8170 or email to: legals@adn.com

ALASKA HOUSING FINANCE CORPORATION Notice of Public Hearing and Public Comment Period

2024 State of Alaska Weatherization Safety Plan Including The Alaska DOE Health and Safety Plan

The public is invited to offer comments on proposed amendments to the State of Alaska, Weatherization Plan including DOE Health and Safety Plans. A copy of the proposed amendments can be downloaded from www.alaska.gov (click on Public Notices, then click on Alaska DOE Health and Safety Plans).

The public comment period begins Jan. 8, 2024 and ends on Jan. 19, 2024, at 5:00 p.m. local Anchorage time. Comments may be faxed, mailed or e-mailed to:

Wendy Perez
Alaska Housing Finance Corporation
907-330-8151
1-907-530-5247 (TOLL FREE)
1-800-478-2432 (TOLL FREE)
wperez@ahfc.us

The public hearing will be held:

Tuesday, January 23, 2024, 10:00 - 11:00 a.m.

Online via WebEx teleconference or in person in the AHFC Board Room.

at 4300 Bonifance Parkway - Floor 1

Reference number:

1-650-479-3208 toll number/1-877-668-4493 toll-free

Access code: 921 899 688

Line will be open 10 a.m.-12 p.m.

You may contact Wendy Perez at 330-8151 for further instructions.

AHFC complies with Title II of the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973. Individuals with disabilities who may need auxiliary aids or special modifications to participate in the public meeting should call Wendy Perez at 330-8151 before 5:00 p.m., Friday, Jan. 19, 2024.

Pub: Jan 8-12, 14-19, 21, 22/2024

Legals & Public Notices
301

Bureau of Land Management

Alaska Native Claims Settlement Act (ANCSA) 17(d)(1) Withdrawals

Draft Environmental Impact Statement (EIS) PUBLIC MEETINGS AND ANILCA 810 SUBSISTENCE HEARINGS

The U.S. Department of the Interior (DOI), Bureau of Land Management (BLM) Alaska, prepared an environmental impact statement (EIS) to evaluate the effects of opening lands subject to the Alaska Native Claims Settlement Act (ANCSA) 17(d)(1) Withdrawals within the lands described in Public Land Orders (P.L.O.s) 7899 through 7903. The Draft EIS considers the reversion of ANCSA 17(d)(1) withdrawals in the Bay, Bering Sea-Western Interior, East Alaska, Kobuk-Seward Peninsula, and Ring of Fire Planning Areas. Revocations could open the lands to mineral entry or leasing, and potential subsequent development. Revocations could also lead to the conveyance of land out of Federal ownership, including through the Statehood Act, which would remove the Federal subsistence priority from these lands.

The BLM invites comment on alternatives, information, and analysis in the Draft EIS and is hosting public meetings to share information on the EIS and gather comments. Alaska National Interest Lands Conservation Act (ANILCA) 810 Subsistence Hearings will be held concurrently with the public meetings.

Public meetings will be held in the following communities, all meetings will occur from 5:30-7:30 pm:

- January 8, 2024, Chickadee, Nelima, Henax - Chickadee House/ Tribal Government Building
- January 9, 2024, Gakona, Suster Gene Memorial Facility
- January 10, 2024, Mentasta Lake, Mentasta Lake School
- January 11, 2024, Delta Junction, Community Center
- January 12, 2024, Fairbanks, Westmark Hotel
- January 16, 2024, Cantwell, Cantwell School Gym
- January 17, 2024, Anchorage, Anchorage Library - Wilda Marston Theater
- January 31, 2024, Kotzebue, Kotzebue Youth Center
- February 1, 2024, Nome, Venue TBD
- February 2, 2024, Unalakleet, Unalakleet Memorial Hall
- February 5, 2024, Bethel, Yupik Piciyariat Cultural Center
- February 6, 2024, Aniak, Venue TBD
- February 7, 2024, Dillingham, Dillingham Senior Center
- February 8, 2024, King Salmon, Venue TBD

Four virtual meetings will also be held, with the following communities being given priority to provide public testimony:

- January 19, 2024, Kenai Peninsula Focused
- January 22, 2024, Galena Focused
- January 23, 2024, Cordova Focused
- January 25, 2024, Haines Focused
- January 29, 2024, Stikine Focused

Virtual meetings will be from 5:30-7:30 pm, information will be posted on the project website: <https://replanning.blm.gov/eplanning-ui/project/2019002/510>.

Meeting dates, times, and locations are subject to change; please scan the QR code with your smartphone to check the project website for meeting updates.

The public comment period is open until February 14, 2024. Comments can be submitted at the project website above. Verbal comments will also be taken at the public meetings.

For more information contact BLM Project Manager: Rachael Jones at 907-290-0307 or email rachael@blm.gov. Dial 711 (TTY, TDD, or TeleRelay) if you need to access telecommunications relay services to contact BLM.



Alaska Department of Natural Resources Division of Oil and Gas Call for Substantial New Information 2024 Cook Inlet Anawituk Oil & Gas Lease Sale

The State of Alaska, Department of Natural Resources, Division of Oil and Gas (DOR&G), will offer all available state acreage in the Cook Inlet Anawituk and the Alaska Peninsula Anawituk oil and gas lease sales areas, tentatively scheduled for spring 2024.

DOR&G requests substantial new information that has become available over the past year concerning the Cook Inlet area. Based on the information received, DOR&G will either issue a supplement to the finding or a decision of no substantial new information for the lease sale (AS 38.05.020).

How to Submit Information to DOR&G

Please refer to the Online Public Notice website, dated January 3, 2024, and posted at: <https://www.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=213768>

Send substantial new information to:

Best Interest Findings
Alaska Department of Natural Resources
Division of Oil and Gas
550 West 7th Ave., Suite 1100
Anchorage, AK 99501

or by e-mail: dor@gd.alaska.gov

Information must be received by 5:00 pm February 5, 2024.

DOR&G complies with Title II of the Americans with Disabilities Act of 1990. This publication will be made available in alternative communication formats upon request. Please contact the Best Interest Findings group at 907-260-8800 or dog@alaska.gov no later than January 19, 2024 to make necessary arrangements.

AO 24E-10-043

Pub: Jan. 11, 18/2024

Legal Notices
in ANCHORAGE DAILY NEWS

Legal notice packages include:
• Print notice in Anchorage Daily News
• Online notice on adn.com
• Affidavit of publication

Deadlines:
Ads starting Tuesday-Friday: 3 p.m. the day before publication
Ads starting Sunday-Monday: 3 p.m. Friday

Call 257-4286 or email legals@adn.com to place your legal notice today

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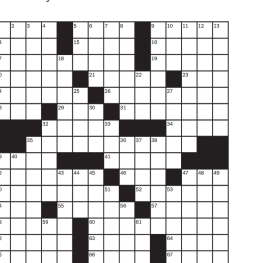
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Edited by Will Shortz No. 1214



The New York Times Crossword

ACROSS

1 Semiquaver staff

5 South Asian

9 Daring

14 Prefix with science

15 The ugly ducklings' mother

16 Site of a WWI battle that saved Paris from capture

17 Chili ingredients

19 Pops

20 Drink with foam

21 Only country with a nonrectangular flag

23 Greek letter used to represent magnetic flux

24 Painting by van Gogh during his time in an asylum

26 Three wise men

28 Part of a newborn's schedule

29 Affirmative vote

31 Giving a hand?

32 A lot

34 'A Man Called

35 Battery terminal

36 Predatory freshwater fish

37 Parking spot at a bar?

38 Hyrox competitor

39 The reason for the misadventures at 17, 26, 50, and 60 across?

40 Combo meal choice

45 Carvings named for the first man in Maoist mythology

46 Beginning

47 GPS guesses

DOWN

1 Frightening Halloween costume

2 Pro golfer Mark

3 How detectives might start their investigation

4 Ice cream units

5 'Spring forward' hrs.

6 Brother of Logan Roy and 'Succession'

7 Getting of 'The Crucible'

8 Stamping need

9 Aviator Earhart

10 Geminids, to Brits

11 The lead in pencils, actually

12 Chiasm

13 First Disney song to reach the top 5 on Billboard in the 21st century

35 ... de plume

37 Notable lamb tower

38 Knocks over

39 'Don't wait,' in ads

41 Actress Knightley

40 Wine from Tuscany

43 Memory glitch

43 Urges to action

44 Necessity for some Venetian transport

45 Yoga position on one's head and hands

61 Long, long time

ANSWER TO PREVIOUS PUZZLE

ACROSS

1 PLOD

2 PROFIS

3 HAIGS

4 LOVE

5 TIJARA

6 AVION

7 OCEAN

8 PIPER

9 ALAN

10 WORDIE

11 PISALITIK

12 DRE

13 VIA

14 PORK

15 MARKIE

16 CLOUD

17 LINE

18 EARNIS

19 VEIN

20 VET

21 PIA

22 TIA

23 SITT

24 DE

25 WAIN

26 SAGA

27 CMERE

28 RAIN

29 MAKER

30 RIVER

31 CARD

32 MADE

33 INAWOF

34 GREASY

35 NUDE

36 WATER

37 CYCLE

38 GIER

39 LEVIE

40 EURE

41 ETISY

42 SILVILY

43 SLESH

44 DOWN

45 BROTHER

46 CRUCIBLE

47 STAMPING

48 NEED

49 AVIATOR

50 EARTH

51 GEMINIDS

52 TO

53 BRITS

54 LEAD

55 IN

56 PENCILS

57 ACTUALLY

58 CHIASM

59 FIRST

60 DISNEY

61 SONG

62 TO

63 REACH

64 THE

65 TOP

66 5

67 ON

68 BILLBOARD

69 IN

70 THE

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ANCHORAGE DAILY NEWS

HDR Alaska

Placement	Order Details	Geo Targeting	Campaign Start Date	Campaign End Date	Total Impressions Booked	Report Dates	Impressions Delivered	Clicks	Click Through Rate
adn.com	Ted Stevens Master Plan Update	Alaska	1/18/24	1/29/24	50,000	1/18-1/29	49,621	30	0.06%
Total							49,621	30	0.06%

Notes:

ANC

Anchorage Airport Master Plan update Public Meeting #3 and Online Open House

Tuesday, February 6, 2024

5:30-7:30 p.m.

For Details
Presentation at 5:45

CLICK





ANCHORAGE AIRPORT MASTER PLAN UPDATE

Join us! **Public Meeting #3**

Tuesday
February 6, 2024

5:30-7:30 p.m.
Presentation at 5:45
www.ancmpu.com

ONLINE **PUBLIC MEETING**

www.ancmpuonline.com

Feb 6 - 20, 2024

CLICK





**ANCHORAGE AIRPORT MASTER PLAN UPDATE
Public Meeting #3 & Online Open House Notice
February 6, 2024**

For Details





ANCHORAGE AIRPORT MASTER PLAN UPDATE Public Meeting & Online Open House Notice

February 6, 2024

www.ancmpu.com

For Details

CLICK

Join us online!
Feb 6-20, 2024

For Details



ANCHORAGE AIRPORT MASTER PLAN UPDATE
Public Meeting #3 & Online Open House Notice
February 6, 2024 www.ancmpu.com For Details



Online Open House
February 6 - 20, 2024
www.ancmpuonline.com

Join Us!
2/6/24



**ANCHORAGE AIRPORT
MASTER PLAN UPDATE
Public Meeting #3**

**Tuesday
February 6, 2024**

5:30-7:30 p.m.

Presentation at 5:45

www.ancmpu.com

**ONLINE
PUBLIC MEETING**
www.ancmpuonline.com
Feb 6 - 20, 2024

For Details



Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Ted Stevens Anchorage International Airport (ANC) Master Plan Update - In Person and Online

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! Learn more about the preliminary alternatives and share your feedback.

In Person Public Meeting

Tuesday, February 6, 2024, 5:30–7:30 p.m., Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House

Visit us from February 6 to 20, 2024, for an online open house at www.ancmpuonline.com. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Attachments, History, Details

Attachments

None

Revision History

Created 1/11/2024 9:18:31 AM by jreese

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	(ANC) Ted Stevens Anchorage International Airport
Project/Regulation #:	Project No. CFAPT00847
Publish Date:	1/11/2024
Archive Date:	2/6/2024
Events/Deadlines:	Ted Stevens Anchorage International Airport (ANC) 2/6/2024 5:30pm - 7:30pm View on Map

From: [Shelby, Justin T \(DOT\)](#)
To: [Pantaleone, Pearl-Grace](#); [Reese, Jill \(DOT\)](#)
Subject: Fw: Courtesy Copy: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting #3 and Online Open House – Preliminary Alternatives
Date: Friday, January 12, 2024 7:26:12 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent!

From: Alaska DOT and PF <dotpf.announcement@service.govdelivery.com>

Sent: Friday, January 12, 2024 7:24 PM

To: Lindseth, Teri D (DOT) <teri.lindseth@alaska.gov>; Shelby, Justin T (DOT) <justin.shelby@alaska.gov>; Deppner, Andrea D (DOT) <andrea.deppner@alaska.gov>; Rosewarne Kimerer, Ruth (DOT) <ruth.r.kimerer@alaska.gov>; Mitchell, Zak R (DOT) <zak.mitchell@alaska.gov>; Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; Dapcevich, Sam D (DOT) <sam.dapcevich@alaska.gov>; Harvey, Theresa L (DOT) <theresa.harvey@alaska.gov>; Tessen, Danielle R (DOT) <danielle.tessen@alaska.gov>; Mills, Andy J (DOT) <andy.mills@alaska.gov>; amanda.stonecipher@alaska.gov <amanda.stonecipher@alaska.gov>; megan.peters@alaska.gov <megan.peters@alaska.gov>; Reese, Jill (DOT) <jill.reese@alaska.gov>; McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>; sam.loud@alaska.gov <sam.loud@alaska.gov>; john.binder@alaska.gov <john.binder@alaska.gov>; Blankenship, Dylan (DOT) <dylan.blankenship@alaska.gov>; Perreault, John M (DOT) <john.perreault@alaska.gov>; Spear, Angela M (DOT) <angie.spear@alaska.gov>; Stepovich, Melissa M (DOT) <melissa.stepovich@alaska.gov>; Daly, Rob T (DOT) <rob.daly@alaska.gov>; Arnolds, Melanie (DOT) <melanie.arnolds@alaska.gov>; Peterson, Erik J (DOT) <erik.peterson@alaska.gov>

Subject: Courtesy Copy: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting #3 and Online Open House – Preliminary Alternatives

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a courtesy copy of an email bulletin sent by Justin Shelby.

This bulletin was sent to the following groups of people:

Subscribers of ANC Master Plan Update, Airport News, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff (7625 recipients)



What does the future of the Ted Stevens Anchorage International Airport (ANC) look like? Join us to help inform the vision!

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update. We want to hear from you! Learn more about the preliminary

alternatives, and share your feedback. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

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5:30–7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Online Open House Details

Join us during our online open house to view the materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: 907-644-2153

EMAIL: info@ancmpu.com

Stay updated! Sign up on our website for email updates to get the latest project news:
www.ancmpu.com.



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Ted Stevens Anchorage International Airport (ANC) Master Plan Update

In Person and Online

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When Tue Feb 6, 2024 5:30pm – 7:30pm Alaska Time - Anchorage

Where Coast Inn at Lake Hood, 3450 Aviation Ave, Anchorage, AK 99502, USA ([map](#))



Alaska Department of Transportation and Public Facilities

CENTRAL REGION

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ANC

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Ted Stevens Anchorage International Airport Master Plan Update

Join Us

Public Meeting Notice
February 6, 2024



Click to
learn more!

Online Public Meeting - Open!

ancmpuonline.com

Join Us

Public Meeting Notice
February 6, 2024

[Learn more!](#)

Open!

Online Public Meeting
February 6 - 20, 2024

[Visit!](#)

Quick Links

- Central Region
- Central Region Projects
- DOT&PF Projects

What does the future of the Ted Stevens Anchorage International Airport (ANC) look like?

Join us to be a part of its growth! ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! [Learn more](#) about the preliminary alternatives and share your feedback. Visit the [Public Outreach](#) page for more details!

Next, the team will develop alternatives to meet the identified facility requirements. Alternatives will be developed through a series of workshops with Airport staff, followed by a public meeting to share your feedback and best ideas. Right now, we anticipate sharing alternatives with the public in late 2023 or early 2024. If you're on our mailing list, you'll get an update as soon as those workshops are scheduled.

Master Plan Overview

Ted Stevens Anchorage International Airport (ANC) is in need of a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development.

An airport master plan, developed in accordance with Federal Aviation Administration (FAA) requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. The FAA recommends that all large airports complete master plans every 5–7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013. ANC, operated by DOT&PF, is among the most unique airports in the United States. The Airport connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment.
- Ensure that the passenger terminal meets modern travel air demands.
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Prepare a business-oriented development plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Status

The Master Plan Update will be an 18 to 24-month process to select a preferred development plan option and prepare a Final Report.

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Sign up for our emails to have updates sent right to your inbox!

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* indicates required

Email Address*

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made with 

Your personal information will not be shared and will be used only for this planning process.

To receive updates about the Master Plan Update or other information distributed by the Airport and DOT&PF, sign up for [GovDelivery](#).

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[Nondiscrimination](#)
[Accessibility](#)
[Employee Directory](#)

[Department of Transportation & Public Facilities](#)

PO Box 112500 (mailing)
3132 Channel Drive
Juneau, Alaska 99811-2500

[Contact Information](#)

[DOT&PF Staff Resources](#)








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Top



Ted Stevens Anchorage International Airport Master Plan Update



DOT&PF > Central Region > Projects > Ted Stevens ANC Master Plan Update > Public Outreach

[Project Home](#) [Schedule](#) [Project Documents](#) [Public Outreach](#) [Contact](#)

Get Involved

ANCHORAGE AIRPORT MASTER PLAN UPDATE PUBLIC NOTICE
Announcement of In-person Public Meeting #3 and Online Open House

What does the future of the Ted Stevens Anchorage International Airport (ANC) look like? Join us to be a part of its growth! ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! Learn more about the preliminary alternatives and share your feedback.

Public Meeting #3 Details

 Date & Time	 Location
Tuesday, February 6, 2024 5:30–7:30 p.m. Presentation at 5:45 p.m.	Coast Inn at Lake Hood, Denali Ballroom 3450 Aviation Avenue Anchorage, AK 99502 Anchorage People Mover Bus Route 40 or 65



Online Open House Details

Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Online Public Meeting - Open! ancmpuonline.com

ANC believes that members of the public should have the opportunity to provide input on Airport decisions that could affect their lives and believes that public input will help make the Master Plan Update a success. Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update (coming soon!). The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

Missed any of our online meetings? No problem!

Visit us at ancmpuonline.com to view the virtual open house and view the materials presented at the meeting.

Virtual Meeting Archive



Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood at 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Join Us

Public Meeting Notice
February 6, 2024

[Learn more!](#)

Open!

Online Public Meeting
February 6 - 20, 2024

[Visit!](#)

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- [Central Region Projects](#)
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Ted Stevens Anchorage International Airport

Master Plan Update



DOT&PF > Central Region > Projects > Ted Stevens ANC Master Plan Update > Public Outreach

Project HomeScheduleProject DocumentsPublic OutreachContact

Get Involved

Thank you for those who joined us at the February 6, 2024 Public Meeting! If you were unable to attend, you may view the materials presented at the meeting by visiting the Online Public Meeting from February 6 - 20, 2024.



Online Open House Details

Online Public Meeting - Open!
anempuonline.com

Open!

Online Public Meeting
February 6 - 20, 2024

Visit!

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- Central Region Projects
- DOT&PF Projects

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Site Map Policies Nondiscrimination Accessibility Employee Directory
DOT&PF Staff Resources



Department of Transportation & Public Facilities
PO Box 112500 (mailing)
3132 Chunnel Drive
Juneau, Alaska 99811-2500
Contact Information



THINGS TO DO:



WHEN?

5:30 - 7:30 PM
PRESENTATION AT
5:45 PM



ANCHORAGE AIRPORT MASTER PLAN UPDATE PUBLIC MEETING #3 AND ONLINE OPEN HOUSE TUESDAY, FEBRUARY 6, 2024 COAST INN AT LAKE HOOD DENALI BALLROOM



Alaska Department of
Transportation & Public Facilities
January 18, 2024
#ANCMasterPlanUpdate Ted Stevens
Anchorage International Airport (ANC) Master
Plan Update
*** Public Meeting Notice ***
In Person and Online

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www.ancmpu.com. A public involvement plan for
the ANC Master Plan Update is available for
review on our website. See less

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Roger
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THINGS TO DO:

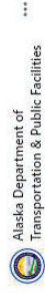
ANC

**ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #3 AND ONLINE OPEN HOUSE**

**JOIN US ON TUESDAY, FEBRUARY 6, 2024
TO SHARE YOUR FEEDBACK ON PRELIMINARY
ALTERNATIVES.**

ADD OUR EVENT TO YOUR CALENDAR TODAY!

ONE WEEK AWAY!



January 30 at 7:30 PM

#ANCMasterPlanUpdate REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAP700847) public meeting #3 and online open house is in 1 week! Join us on Tuesday, February 6, 2024, to share your feedback on preliminary alternatives. Add our event to your calendar today!

<https://bit.ly/3Szu2mY>

EMAIL: info@ancmpu.com

#KeepAlaskaMoving

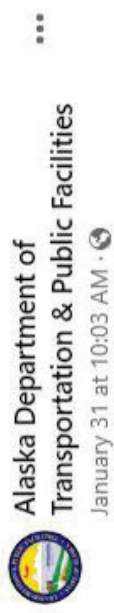
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The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) public meeting #3 and online open house is in 1 week! Join us on Tuesday, February 6, 2024, to share your feedback on preliminary alternatives. Add our event to your calendar today!

EMAIL: info@ancmpu.com

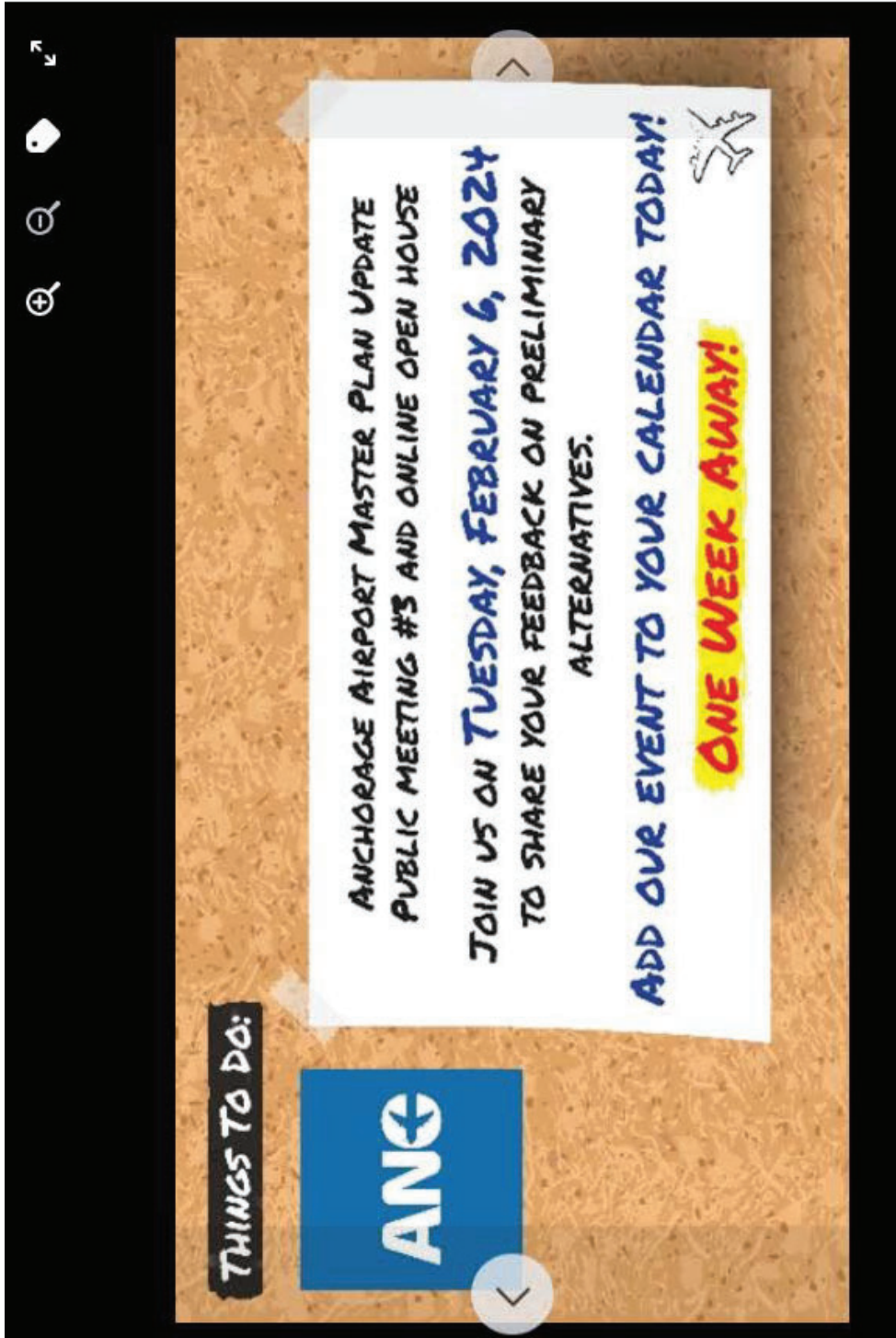
<https://fb.me/e/4f7OEkokl>

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3

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Alaska Department of Transportation & Public Facilities

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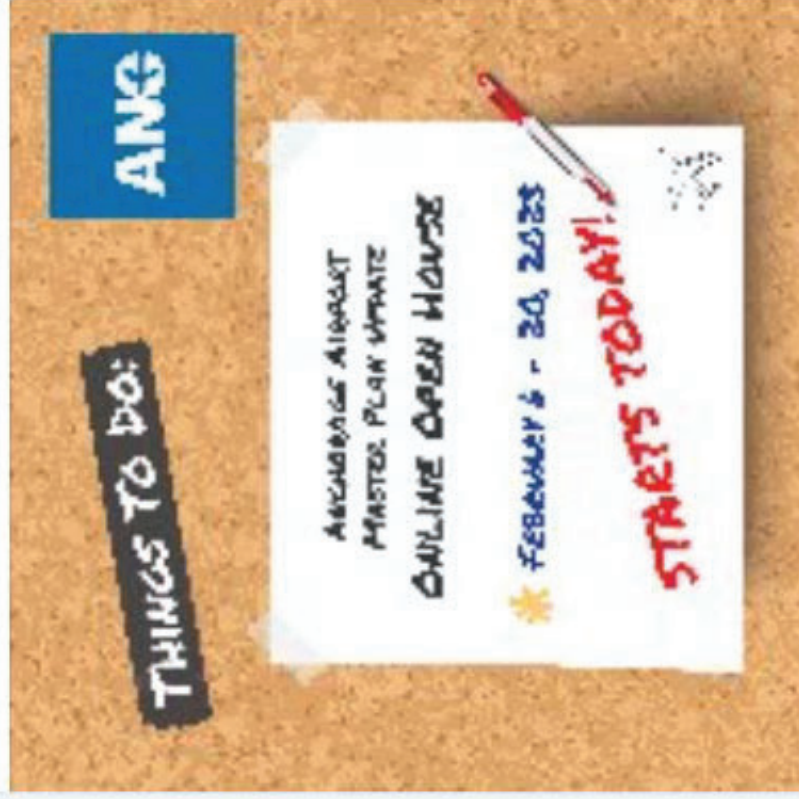
...

#ANCMasterPlanUpdate TODAY REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) public meeting #3 and online open house is today!

Join us TONIGHT at the Coast Inn at Lake Hood in the Denali Ballroom from 5:30 to 7:30 p.m.

Can't make the meeting? That's okay! Our online open house is live NOW through February 20, 2024, at www.ancmpuonline.com. #KeepAlaskaMoving



👍 6

1 share



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Attachment E

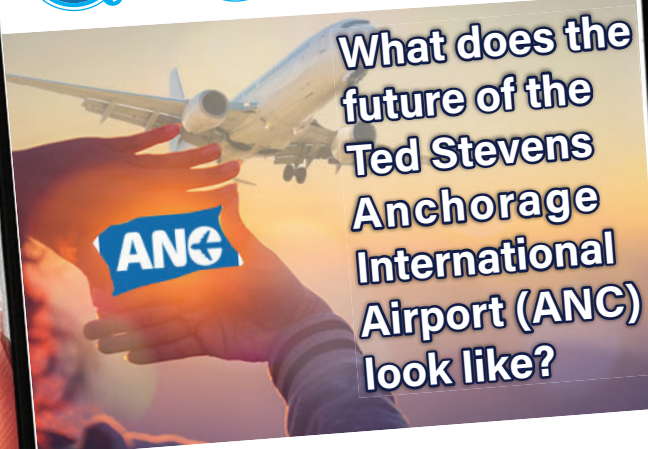
Meeting Flyer

1

Incoming Message

NET 14:40

75%



ANCMPU @Stakeholder 13:00

Please join us for an In-Person Public Meeting and Online Open House to learn more about the preliminary alternatives and share your feedback on the Anchorage Airport Master Plan Update.

Stakeholder @ANCMPU 13:03

Sounds like my opinion matters! Looking forward to learning more. What are the details?

ANCMPU @Stakeholder
visit ancmpu.com for full meeting details and to sign-up for our mailing list!



Visit ancmpu.com for more information!

ANC

Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting #3 and Online Open House

Date & Time

Tuesday, February 6, 2024

5:30–7:30 p.m.

Presentation at 5:45 p.m.

Location

Coast Inn at Lake Hood,
Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover
Bus Route 40 or 65

Online Open House Details

Visit us online to view project materials from
February 6 to 20, 2024, at
www.ancmpuonline.com.

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Attachment F

Meeting Results

Sign-In Sheet

Airline Advisory Committee Meeting Notes

Stakeholder Working Group Committee Meeting Notes

Public Meeting Notes

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Meeting #3 - Preliminary Alternatives

Coast Inn at Lake Hood, February 6th, 2024, 5:30 PM - 7:30 PM



scan me to sign in
on your phone!

ANC

Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
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Ted Stevens Anchorage International Airport
Master Plan Update

Public Meeting #3 - Preliminary Alternatives

Coast Inn at Lake Hood, February 6th, 2024, 5:30 PM - 7:30 PM



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on your phone!

ANC

Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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Erin Siebold			M	
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*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update
Public Meeting #3 - Preliminary Alternatives
Coast Inn at Lake Hood, February 6th, 2024, 5:30 PM - 7:30 PM



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on your phone!



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Erik Peterson	erik.peterson@alaska.gov			
Kim May	ak.Houston@hotmail.com			
Nick Botryn	nick.botryn@alaska.gov			

Meeting Minutes

Project: ANC Master Plan Update

Subject: AAC Meeting #3 – Workshop Notes

Date: Monday, February 05, 2024

Location: Iliamna Conference Room (Airport)

Attendees:	David Brewer, AvAirPros	Cristin Jones, ANC
	Dan Lansing, Atlas Air	Ian Rockmore, ANC
	David Fiore, FedEx	Alex Moss, ANC
	Kottayam Natarajan, AvAirPros	Trudy Wassel, ANC
	Amy Fuller-Lyman, Alaska Airlines	Jennifer Pepin, ANC
	Tom Foote, UPS	Mike Lee, ANC
	Koji Hagiwara, Nippon Cargo Airlines	Ruth Kimerer, ANC
	Robert Kelley, Grant Aviation	Eric Peterson, ANC
	Rick Katz, Delta Air Lines	Evan Pfahler, RS&H
	Tor Anderzen, USAF	Michael Spitzer, RS&H
	Lee Ryan, Ryan Air	Gareth Hanley, RS&H
	Dan Knesek, Grant Aviation	Benjamin Moncrieff, RS&H
		Katherine Wood, HDR
		Pearl-Grace Pantaleone, HDR
		Colleen Moran, HDR

Start 2:04pm

Terminal:

- Alaska Airlines likes Concourse D due to spacing, but operationally likes the connector and usage of the terminal
- Alaska Airlines could use North Terminal for summer relief for Option 2.
- Option 2: B Concourse development only adds 1 gate but increases seating and concessions. Cannot expand B Concourse to the south because it would impact the L-Gates which are used for intra-state travel.
- Option 1: D Concourse development takes out 2 gates during peak Alaska Airlines season – prefer North Terminal and E Concourse development.
- Option 2: E Concourse development will also add night parking spots/ROns. E Concourse fixes RON issues for passenger flights.
- RON spots are an immediate need.
- Suggestion: Garage at current Airport Traffic Control Tower site (after Tower relocation) and hotel at Surface Lot F.
- Ground Service: Snow removal is better for the E Concourse development.

- R positions moved to West Airpark Need temporary aircraft parking positions if and when construction activities occur because the cargo sports are used but they are usually full
- Ideally likes closer aircraft parking spots
- There is no extra room for passenger aircraft due to cargo operations at night
- D Concourse would have more concessions
- If pursuing the South and North Terminal connector, suggest a focus on the south for
 - Employee parking (preferably covered)
 - More garages
- Hotel is a great idea sooner rather than later. It would increase revenue
- Option 1 – D Concourse
 - Impacts existing tech spots – they would get relocated.
 - Adds 8 gates.
 - More congestion for pushback
 - More complex for Air Traffic Control in comparison to Option 2.
 - More difficult for snow removal in comparison to Option 2.
 - Impacts deicing area.
 - If developed, new garage at Surface Lot F is preferred.
- Option 2 – E Concourse/North Terminal
 - No reduction to L-Gates
 - B expansion adds 1 gate
 - E Concourse would connect C Concourse to North Terminal and add 8 gates.
 - If developed, new garage at Old Control Tower site is preferred.

Airside Discussion

- Phase 3
 - I understand in Fairbanks that summer conditions can vary widely which can affect airplane performance, i.e., changes in barometric pressure. So using Fairbanks International Airport may not be as attractive to some airlines/pilots.
 - Nata (AvAirPros): this would only work if you could move a whole airline customer and all of their operations to Fairbanks International Airport.
- Phase 4
 - Amy (Alaska Airlines): Showing the whole state of Alaska as a potential location is not realistic; we airlines are not going to split up our operations like that. It's hard to imagine this coming to pass; seems unlikely. Also, how would you fund that development?
 - Dave (FedEx): we will see if this cargo growth actually shows up as predicted; that growth rate seems unrealistic.
 - Dan (Atlas): The 4th runway seems not feasible in my opinion. Everyone I've talked to about the idea thinks it's not realistic environmentally and that it never will happen.

- Dave (FedEx): On the other hand, this is our last viable option to increase capacity at ANC, so don't take it out of the Master Plan. Once it's out, you'll never get it back in again.
- Taxiways
 - Dave (FedEx): I like the idea of a new Airplane Design Group VI Parallel Taxiway; it seems like a no brainer to me.
 - Does the Taxiway extension solve congestion for cargo or passenger airlines? Answer: both.
 - Koji (Nippon Cargo Airlines): The airfield is really not so congested right now. We need snow storage more than we need a taxiway extension. Deicing is the most important thing to keep traffic moving.
 - Dave Brewer (AvAirPros): Could you move the new taxiway to the west side instead of extending the taxiway on the east side of Runway 15-33? Evan: You might not need the parallel taxiway if you move cargo to West Airpark.
- West Airpark:
 - Koji (Nippon Cargo Airlines): Right now, it takes 12 or 17 minutes to drive from our office in the North Terminal to the South Airpark. Splitting up the cargo development with some in the West Airpark will be really hard operationally, as it will take a while to transit that access road. Additionally, if a cargo airplane needs to be serviced by equipment, it has to wait for that to arrive. A tunnel under the runway would be really helpful. (Alex noted that the west cargo spots would be supported by support buildings in the West Airpark, allowing staff and service equipment to be located nearby.)
 - Tom (UPS): Will the planned NorthLink development meet cargo hardstand needs? Evan: Yes, if all the developments proposed actually are built, the airport wouldn't need to build more hardstands. However, moving those parking spots to the west would free up area near the terminal for any number of uses like holding areas, centralized deicing, transit cargo spots.
 - Koji (Nippon Cargo Airlines): It's better **not** to have centralized deicing. Having it done near the gate saves time, fuel and deicing fluid.
 - (Alex Moss mentioned the Airport is looking for a spot for secondary deicing.)
- Snow Melters
 - Dan (Atlas): Have you considered snow melters? We are spending time looking for space, but it just seems like snow melters could really help this. The way you are doing it now seems very labor intensive for truck drivers and hauling, and with labor shortages, it seems like this might get increasingly more difficult to do.
 - Nata (AvAirPros): They have snow melters in Denver.
 - Dave Brewer (AvAirPros): We had four snow melters in Kansas City that worked great.
 - Note: Alex Moss said this was studied and determined to be not economical. Evan noted we may need to look at this again as technology may have improved but historically ANC has not felt it would work in this climate.

Landside Discussion:

- Please clarify each development and when each would come online.
- What is the capacity of the garages and how many stories? The garages are estimated at 4 or more stories and need to accommodate accessible vans (current garage does not).
- All developments would meet airspace clearances/requirements.
- Facility developments shown are for passengers. Employee parking not shown for development.
- The new garage and/or hotel at Surface Lot F seemed to be the most preferred due to proximity to B Concourse and C Concourse; however, most individuals noted that the preference changes depending on the terminal development, timing, and demand.
- How would passengers have access from the garages/hotels to the gates? Tunnels or above ground systems are options for connections.
- Rick Katz (Delta) stated he prefers tunnels (existing tunnels at other airports work great).
- Suggestion: Consolidated Rent-A-Car Center (ConRAC) relocated to the Old Control Tower site and use the current ConRAC for passenger travel. This would consolidate departing passengers near check-in/TSA. (Note that RAC garage is not owned by the Airport).
- Suggestion: Provide covered employee parking. This is also a suggestion for the North Terminal Landside Area available for redevelopment.
- Long-term and employee parking could be built vertically.

Support Facilities

- General Aviation locations in South Airpark seem appropriate. Do you really need that much?
- Dave (AvAirPros): the top right General Aviation development area could potentially conflict with additional Taxiway Z extension to the east in future, if that's needed. Maybe move that area down slightly to preserve your ability to make that extension.
- Rob (Grant Aviation): The two south/west areas identified for General Aviation development seem to be more than enough. Maybe you don't even need that top right spot.
- ARFF & Police Facility: ARFF Station #2 (in former Kulis site) is out of date; makes sense to upgrade it. You will probably get the least resistance to this idea. Rick (Delta): Give them what they need.

Other:

- Nata (AvAirPros): are there any overall huge constraints? A: Cook Inlet is the main constraint.
- Dave (AvAirPros): I still don't understand what is envisioned at each Planning Activity Level (PAL). I understand the near term and the ultimate, but the interim steps aren't clear to me.
- Nata (AvAirPros): What are we assuming about the North Terminal if we don't upgrade it?
- Mike Lee (ANC, Chief Engineer) suggested adding the Lake Hood property boundary to all figures to clarify to the public that the developments are on ANC property.
- General suggestion: please clarify what the PALs are and how they are/were set.

High Level Report Out Summary

1. Airside Recap provided by Evan
 - a. Responsive stewards to the land; prepare for the future
 - b. Relationship for cargo aircraft parking on west side is generally favorable
 - c. Centralized operations
2. Support Facilities Recap provided by Gareth
 - a. Prioritize General Aviation so parallel taxiways don't impact operations
 - b. Accommodating business opportunities
 - c. ARFF/police facility – comments were supportive of the potential improvements
3. Landside Recap provided by Benji
 - a. Employee parking prioritized
 - b. Hotel is a desired on airport
 - c. Areas for redevelopment are essential and implementation will be phased with demand
4. Terminal Recap provided by Michael
 - a. B Bump-Out is a good idea
 - b. Only add one more gate
 - c. Intra-state airlines are looking for more space
 - d. Intra-state/regional airlines are using North Terminal spaces
 - e. Unified terminal favorable with no alleyways
 - f. D Concourse (push back operations difficult) creates congestion
 - g. Additional R spot and open circulation
 - h. Snow removal in D Concourse Alternative is difficult. Snow removal is easier with the E Concourse/North Terminal Alternative
 - i. North Terminal Alternative is ideal due to construction during peak; better for operations

David Brewer: Talk more about PALs. Explain this more. Baseline and PAL 3 are understandable; but make it clearer.

Adjourn at 4:08 pm

Meeting Minutes

Project: ANC Master Plan Update

Subject: SWG Meeting #3 – Workshop Notes

Date: Tuesday, February 06, 2024

Location: Coast Inn at Lake Hood

Attendees:	VIRTUAL: Jenna Wright, AEDC	Cristin Jones, ANC
	VIRTUAL: Marty Bettis, Signature	Teri Lindseth, ANC
	VIRTUAL: P.J Cranmer, Commodity Forwarders	Ian Rockmore, ANC
	VIRTUAL: Johnathan Linquist, FAA	Jennifer Pepin, ANC
	Joe Zerck, Pegasus	Mike Lee, ANC
	Ryan Yelle, MOA	Evan Pfahler, RS&H
	Craig Lyon, MOA	Michael Spitzer, RS&H
	Jon Isaacs, Turnagain Community Council	Gareth Hanley, RS&H
	Cathy Gleason, Resident	Benjamin Moncrieff, RS&H
	Bob Auth, Spenard CC	Katherine Wood, HDR
	Sarah Haley, ANC	Pearl-Grace Pantaleone, HDR
	Taylor Beardsley, ANC	Colleen Moran, HDR
	Bandi Reinhardt, Resident	Rory McAllister, HDR
	Steve Montooth, Resident	
	Albert Circosta, SSS Commercial Real Estate	
	Andy Diresnore, Resident	
	John Mun, ANC	

Start 2:03pm

Overall Presentation

- Pegasus: does the general aviation forecast include Lake Hood? A: No
- Jon Isaacs, TCC: Are these forecast numbers showing the low, medium or high scenarios? A: it's a mix; these are the most probable rates of growth, but the general aviation rate is modest; passenger rate moderate, and cargo rate is higher.

Terminal Discussion:

- How will the connection between the South Terminal and the revived North Terminal work?
 - Better to connect both to provide equivalent user experience and access to amenities
- How would the construction actually work?
 - Apron is elevated versus the roadway by about 4-5 ft.
 - North Terminal would need to be upgraded to meet current structural and seismic code.
- How much will this all cost? What's the difference between the two? (2x)
 - Probably close to the same for both long term options.

- The North Terminal has existing baggage and ticket counters, etc., that could be brought online if needed, but they are not needed for the additional 8 gates that forecast. So, you have options.
 - In the summer, the north side of the North Terminal could still be used for international travelers.
- D Concourse – seems like you would be able to make this user experience better sooner; E Concourse & North Terminal seems like it would cost a lot to bring that up to match the existing level of service of the South Terminal.
 - E Concourse & North Terminal: would require expansion of the footprint to add a new corridor, since it was constructed using a different paradigm for international-to-international travel.
- If you build D Concourse, will you displace cargo parking?
 - Yes, at least R2, R3, and R4. If you build it farther west, then even more [R Spot] cargo parking would be displaced.
- What are the L Gates? Intra-Alaska –used by regional carriers within the State.
- Baggage and security needs seems like a no brainer without a lot of alternatives. Seems like there are more options for gates.
 - Yes, baggage handling and storage is at capacity, especially during peak periods
- TCC would like baggage make-up tour. Airport can try to accommodate.
- E Concourse & North Terminal makes the most sense to me.
- I like the idea of using the North Terminal – it's there, they're connected, there's a bike path. It's got a good flow to it. The original idea was to have the South and North Terminals and connect them. If you do not use North Terminal, it's not good for anything else.
 - (How about loop road? Is that too far to go through?) It's not that far. It would not inconvenience me.
- If you do D Concourse, what happens to North Terminal?
 - Tear down
- If you upgrade North Terminal, would we be losing any service?
 - No, we could preserve both functions in the North Terminal.
- Q: Are we forecast to get more international travelers?
- Landside area in front of North Terminal has space for parking garage.
- Multiple remarks that the D Concourse aircraft parking apron area looks congested on the graphic. Michael notes that the layout would work with the airfield taxiways and taxilanes; almost every airport has parallel piers.
- Put the North Terminal to work. Use existing infrastructure.
- Winter vs. Summer Operations – can future terminal have a seasonal shutdown? Can it be used for snow storage and parking?
- North Terminal is the logical choice for expansion. It was already used for international flights, why not touch it up and return it to use?
- What else would be done with the North Terminal if it is not refurbished?
- Bite the bullet and go straight to the D concourse and keep building new

- We will eventually need a D concourse but throwing away the North Terminal is a waste
- Some walks [e.g. walking distances] in overseas airports feel like miles. Connecting the two concourses is not that far of a walk, especially with a moving walkway.

Airside Discussion:

- 4th runway has been controversial in the past.
- Why hasn't the West Airpark been developed yet?
 - We haven't needed it yet and can operate efficiently today.
- Area reserved for future runway: is it owned by ANC or not?
 - Partially. The area south of the AWWU water treatment facility is currently MOA land.
- Clitheroe Center: there is a community desire to replace it and relocate it elsewhere. But I like that the Master Plan recognizes that it's there and needs access as long as it's there. I believe the road is permitted across airport property.
- Are there any other airports part of AIAS?
 - No, just FAI and ANC.
- Is there any interest from communities in the Mat-Su Valley to expand airport(s) and relieve air traffic?
 - Maybe some murmurs, more from Wasilla but the idea is in its infancy. But for example, Alaska Airlines would have to make that decision. Even so, an airport would need to provide security, fencing, and other improvements to become a Part 139 commercial service airport that could accommodate that type of change.
- 3 runways meet demand through PAL 2. 4 Runways needed by PAL 3.
 - A second North/South runway is not needed for a long time. Goal is to preserve the land for when it is needed.
- How is West Airpark development going to be accessed? The existing access road would be relocated farther west and would continue to support the area.
- Public wants the Coastal Trail to remain. Suggestion: plan for re-routing around the developments to keep the Trail connected.
- Can a secondary de-icing location be added?

Landside Discussion:

- If you are going to be doing development, upgrade the North Terminal and add a connected parking garage
- What is parking demand based on?
- Has anyone approached the Airport about building an onsite hotel?
- Would garages solve the current parking problem if built?
- Is it possible to extend the north garage to the North Terminal?
- We need more parking, and we need a close hotel
- Add a second garage
- How long will new parking structures take to build?

- We want more parking, and we need more parking.
- What is the parking for a hotel development going to look like? Demand? - the parking for a hotel has not been designed/concepted yet.
- The options seem feasible. They reuse existing facilities.
- Are other transportation types being considered?
 - Train travel.
 - Off airport parking with mass transit to airport.
 - What are Uber and Lyft trends? Is that impacting forecasted parking demand?
 - Mass transit/tour bus/etc.
- Depending on terminal development, different considerations would be preferred for landside developments.
 - International (North Terminal) - what are the impacts of E Concourse on international and TSA. Would TSA be consolidated to one location?
 - Parking location depends on the development and logistics of TSA, check-in, etc.
- Jon Isaacs – concerned about hotel and hotel parking. How will it impact flow and congestion?

Support Facilities Discussion:

- Why is there so much in terms of infrastructure if the future growth is predicted to be moderate?
- Are any of these developments specifically tied to levels of future growth?
- What is the green area on the map? (NorthLink)
- Are there personal planes in the South Airpark? Or is it all businesses?
- Any development in the South Airpark must first and foremost be compatible with the houses that are right across the road
- Request to add some sort of scale reference to the maps in the future
- Does the Airport have a secondary facility for snow storage?
- Why are the Police/Fire station located where they are? Can they be relocated?
- None of the actions in South Airpark are particularly provocative or controversial
- Any time you are building anything on airport property, you are going to have pushback from the local community councils who are very involved in responsible development. Pay attention to them. They know how to give you problems if they want to.
- Does “general aviation” include people looking to park small private planes?
- Are you going to entirely demolish the police/fire station and start from scratch?
- People in the area will be against development here no matter what it is.
- Looking at residential land uses, there would be tradeoffs for potential developments near those off-airport land uses
- NorthLink buffer: NorthLink leased land, but the developers worked with the public and they listened. NorthLink will build a 700-foot buffer within the perimeter of their leased area
- When asked why the Airport does not create a buffer from the surrounding community, ANC responded by saying that the FAA Grant Assurances require that the Airport maximizes revenue of its land area by leasing it for development. If it is not leased and has a buffer, another tenant

can come out and lease that space. Therefore, the FAA does not permit airports to designate land areas as undevelopable buffers if the land area can be leased by tenants. However, tenants are permitted to use a portion of their leased area as a buffer.

- The Airport needs to work on snow storage

Adjourn at 3:56 pm

ID	Start time	Completion time	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	2/6/24 17:19:53	2/6/24 17:23:37	Rob Stapleton	Alaskafoto	Akfotoman@gmail.com	1497N Heather Meadows Loop,ANC	Man	White (W)
2	2/6/24 17:23:44	2/6/24 17:27:14	Judith Brady	Private	Jmbrady907@gmail.com	6546 Lakeway dr 99502	Woman	
3	2/6/24 17:24:55	2/6/24 17:32:22	Ali Sacks		ali.s.geope@gmail.com	-		
4	2/6/24 17:32:37	2/6/24 17:33:53	Kathleen McCoy		Kathleenjmccoy23@gmail.com	3620 Clay Products Drivw	Woman	White (W)
5	2/6/24 17:33:57	2/6/24 17:36:21	Toby Steinberger		pete_toby@hotmail.com	4139 Rasperry Rd, Anchorage, Alaska 99502	Woman	
6	2/6/24 17:27:20	2/6/24 17:36:30	Peter Bradshaw		4139 Rasperry Rd	ANC ALASKA 99502	Man	White (W)
7	2/6/24 17:36:45	2/6/24 17:38:40	Alyssa Hodum		Rose52400@gmail.com	740 W 47th Ave #16 Anchorage AK	Woman	White (W)
8	2/6/24 17:49:06	2/6/24 17:50:22	Ann Marie Larquier		alarquier@gmail.com		Woman	White (W)
9	2/8/24 16:30:28	2/8/24 16:33:41	Pete Dahl	341 Alaska Laborers	pdahl@local341.com	2501 Commercial Dr. Anchorage, Ak 99515	Man	White (W)

ANC MPU Public Meeting #3 Preliminary Alternatives Notes

Q/A

1. **What do PAL 1, 2, and 3 mean?**
 - a. PAL stands for Planning Activity Level. There are different metrics for cargo, passenger, aircraft operations, and general aviation. The planning team ties the need for development to aviation activity thresholds rather than years. Because the need isn't dependent on a certain date in time, the Airport can provide infrastructure on necessity for when it's driven by demand.
2. **What is the beige item on the top of slide 31?**
 - a. That is an existing Taxiway Z, which is planned to be extended through phased construction. You can see it more clearly on slide 17 on the bottom of the graphic.
3. **When does the discussion of cost and funding come into play?**
 - a. The next step is to complete a cost estimate to inform the next stage of decision making. The Airport will not make a final decision until all the feedback and data is collected and assessed.
 - b. The Airport is self-funded; meaning that it is not funded through general revenue from the state. The Airport may apply for federal grants for supplemental funding.
4. **What is the current passenger facility charge or PFC?**
 - a. \$3.00 per enplaned passenger.
5. **At the beginning of the presentation on slide 13, "Preliminary Runway Alternative," it describes Phase 3 as optimizing the Alaska International Airport System (AIAS). How do you optimize the airport system?**
 - a. The AIAS includes Fairbanks International Airport (FAI) and Anchorage International Airport (ANC), which are the two busiest airports within the state.
 - b. Aircraft operators have the ability to use the infrastructure for tech stops at FAI, if ANC is congested. Thus, the State would encourage airlines to use both facilities as a system.

Breakout Session Comments

Airside

- Concern that West Airpark ground support operations may be difficult to conduct if equipment and staffing is largely based in the terminal area, like they are currently.
- A Tunnel under the north-south runway? Could be hard to navigate
- Amount of traffic in tunnel could be a challenge
- West Airpark ground vehicle access could be challenging
- Planning and coordination of a wide range of aircraft sizes
 - o i.e., cargo or small aircraft

Terminal

- Long walk after security for Option 2; please think about options for those with mobility challenges such as a tram, cart, or moving walkway
- North Terminal security –will force TSA to staff multiple checkpoints
- Do not like D-Concourse option

- If we do D-Concourse option, we will need multiple check points. Suggest keeping the existing and putting a new one in the middle
- In favor of North Terminal re-use
- How will widebody international diversions be accommodated if North Terminal is demolished?
- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe

Landside

- Improve pedestrian access to and in the middle of the airport terminals
 - o i.e., walkability to parking and Lake Hood
- North Terminal parking lot and Park Ride & Fly Lot
 - o Dig down 2 stories and build up 4
- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe
- PFAS concerns: past and future soil disposal
- Coordination between airport master plans (JBER/Lake Hood/FAI)
- More covered parking is desirable
- Maybe private developers could build passenger parking off site

Support Facilities

- Suggest relocating ARFF to end of Runway 7R (near Clitheroe Center / within area denoted as #5 on the graphic)
 - o Can add 4 hardstands: snow storage in winter and for plans in summer



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 02/06/24 Time: 5:30-7:30 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)

☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 32 (attach copy of sign-in sheet)

Number of Minority present: 11 Number of Women present: 11

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

*Total number of citizens on CAG Board: N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Centrall

Prepared/Facilitated by: Anchorage Airport

Meeting Location: ANC Tanana Conference Room Date: 02/05/202 Time: 2-4pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Airline Advisory Committee

Method of advertisement: Direct Invite + public advertisement

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 19 (attach copy of sign-in sheet)

Number of Minority present: 5 (reported) Number of Women present: 4 (reported)

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: Anchorage Airport

Meeting Location: Coast Inn at Lake Hood Date: 02/06/24 Time: 2-4pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Stakeholder Advisory Group

Method of advertisement: Direct Invite + public advertisement

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 17 (attach copy of sign-in sheet)

Number of Minority present: 3 Number of Women present: 3

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

APPENDIX A-6

Public Meeting #4 Report



Ted Stevens Anchorage International Airport Master Plan Update



May 2024
Public Meeting

Table of Contents

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 Public Meeting and Online Open House #4 1

 Advertising..... 1

 Summary of Comments + Questions/Answers 2

Attachments

Attachment A: Meeting Presentation

Attachment B: Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards

Attachment C: Email Blasts

Email #1 Announcement – Join Us

Email One-Week Reminder – Next Week

Email Public Meeting and Online Open House Reminder – Today

Attachment D: Advertisements

Anchorage Daily News Display Ad #1

Anchorage Daily News Display Ad #2

Anchorage Daily News Legal Ad

Anchorage Daily News Online Ads

Alaska Public Media Radio Ads

State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee

Meeting State of Alaska GovDelivery

Social Media Posts

Attachment E: Meeting Results

Sign-In Sheet – Committee Meeting

Sign-In Sheet – Public Meeting

Committee Meeting Notes

Public Meeting Notes

Online Open House Analytics

Title IV Report – Committee Meeting

Title IV Report – Public Meeting

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter two of 2024.

Public Meeting and Online Open House #4

During the last week of May 2024, two meetings were held to inform the public of ANC's preferred alternatives for the ANC MPU project. The alternatives were divided into four distinct categories based on airport functional areas, which include airfield, terminal, landside, and support facilities. One hybrid committee meeting combined the two stakeholder groups, Airline Advisory Committee and Stakeholder Working Group, and was held on Wednesday, May 29, 2024, in the Denali Ballroom of the Coast Inn at Lake Hood from 10am-12pm. Later that day, a public meeting was held in the Denali Ballroom of the Coast Inn at Lake Hood from 5:30-7:30pm.

Both meetings were open to the public. A [presentation](#) was prepared and delivered at the meetings. [Posters](#) that provided larger graphics of the presentation slides surrounded the perimeter of the room for attendees to read and view including references to previous meetings that guided the alternatives process. All airport functional areas (airside, landside, terminal, support facilities) lined the back of the room to offer additional audience investigation. Project staff answered questions, provided in-depth details, and collected comments.

Other materials available during this meeting included a frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, and State of Alaska demographics surveys.

A total of [46 people](#) signed into the public meeting.

An [Online Open House](#) featuring materials presented in the public meeting was made available via the project website for two weeks from Wednesday, May 29 through Wednesday, June 12, 2024. During this active time, there were [293 visitors](#). The entire site was Section 508 compliant, with full accessibility, including a text-only page to view the entire online open house script.

Advertising

The public meeting satisfied the ANC MPU public involvement plan's advertising requirements of three-weeks before and again one-week prior. The following advertisement/publicity tactics were performed:

- **Attachment C**
 - Three E-Blasts sent to the project's email list for with a total of 220 recipients
 1. [Announcement](#): 235 successful deliveries, 479 total opens, 43 total clicks
 - May 9, 2024 at 7am
 2. [1-Week Reminder](#): 248 successful deliveries, 296 total opens, 30 total clicks
 - May 22, 2024 at 7am
 3. [Today Reminder](#): 247 successful deliveries, 284 total opens, 38 total clicks
 - May 29, 2024 at 7am
- **Attachment D**
 - Meeting information on the project website:
 1. <https://ancmpu.com/>
 - Week of [May 30 update](#)
 - Week of [June 13 update](#)
 2. <https://ancmpu.com/getinvolved.html>
 - Week of [May 30 update](#)
 - Week of [June 13 update](#)
 - Nine (9) advertisements in the *Anchorage Daily News*:
 1. Two display ads on [May 9th](#) and again on [May 20th](#)
 2. One legal ad on [May 9th](#)
 3. Six online ads campaigns 5/13/24 – 5/23/24: 49,621 impressions, 40 clicks
 - Two (2) weeks of streaming [radio ads](#) from Alaska Public Media from 5/9/24 – 5/10/24 and again from 5/20/24 – 5/24/24
 - Two (2) State of Alaska Online Public Notices posted from 5/10/24 – 5/29/24
 1. [Committee Meeting](#)
 2. [Public Meeting and Online Open House](#)
 - One (1) State of Alaska [GovDelivery](#) email sent on 5/9/24
 - Four (4) Social Media Posts
 1. [Facebook Event](#) created 5/9/24: 14 people responded
 2. [Facebook Post #1](#) on 5/9/24: 7 likes, 1 comment, 3 shares
 3. [Facebook Post #2](#) on 5/22/24: 4 likes, 1 comments, 3 shares
 4. [Facebook Post #3](#) on 5/29/24: 4 likes, 0 comments, 1 share

Summary of Comments + Questions/Answers

After a 50-minute presentation, the floor was opened to audience questions and answers. 15 questions were asked during this time:

1. **What is currently on the proposed parking lot sites in the East Airpark?**
 - a. There are currently Airport tenants on these sites. ANC would work with current tenants regarding their leases if and when it is determined that additional parking lots are needed in this area.
2. **Is the Federal Aviation Administration (FAA) warehouse in the East Airpark under consideration to be redeveloped for parking?**

- a. No, the FAA warehouse is not under consideration for parking.
- 3. **Cynthia Wentworth: Governor Sheffield's memoir shares his vision for commuter rail and a hotel at ANC because this would reduce the need for parking. I would like to see this included as a Master Plan alternative.**
 - a. Rail: The Alaska Railroad Track and Station at ANC is owned and operated by the Alaska Railroad. Alaska Railroad operates all rail service to and from ANC.
 - b. Hotel: The Master Plan will provide a land use plan that includes locations that could support development of a hotel at ANC. ANC would give consideration to a lease and development of a hotel on airport property.
- 4. **Shawn – lifetime resident: There are two things that are important: first, for the short-term, parking is a challenge. The second, flow of employees. Northern Lights Boulevard is a speedway; drivers are constantly running through red lights and going over 55 mph. Please consider encouraging Airport employees to leave through International Airport Road instead of Northern Lights Boulevard. Seriously consider working on it sooner rather than later.**
 - a. Thank you, we will document this comment in the Master Plan.
- 5. **The big land use that is in the development, NorthLink. We didn't mention it here. What is that?**
 - a. NorthLink is a private tenant development with an approved lease by the Airport that would accommodate cargo aircraft operations at ANC. Construction of the first phase of the NorthLink project began in 2023.
- 6. **For Planning Activity Level (PAL) 2/3, how many new airlines are you considering?**
 - a. The Forecast of aviation activity considers changes in operations, passenger levels, cargo tonnage, and general aviation. The forecast includes a prediction of future passenger demand and considers aircraft fleet mix but it does not predict which airlines would serve the demand.
- 7. **Cathy Gleason: There is no acknowledgement during this presentation about where the fourth runway would be developed. Anchorage Water and Wastewater Utility owns the land at the north end. The Municipality of Anchorage (MOA) has owned Point Woronzof park since 1994. It would take a vote to purchase this land. Suggest not showing non-Airport property on the Master Plan.**
 - a. Thank you for your comment. The outline of a potential second north-south runway is illustrated so that its planned location is visible on all future plans even though the airport is not preparing to implement construction of another runway at this time. The existing land uses in the location of a potential future runway will be illustrated for clarity and reference.
- 8. **The Master Plan should be looking at impacts to airspace. A fourth runway would be dangerous.**
 - a. The prior Master Plan evaluated the ANC area airspace and determined that a second parallel north-south runway could be accommodated. However, in the event that an additional runway was implemented, changes to the airspace would be necessary to accommodate future operations. At this time, ANC is not planning to implement additional runway capacity. If and when demand grows to the point that additional runway capacity was needed, additional detailed analysis would be required prior to implementation. Further, no major project could be implemented without completion

of environmental entitlement under the National Environmental Policy Act (NEPA) which would require additional planning and public engagement.

9. Teri: Evan, please explain the difference between the prior Master Plan and the updated Master Plan regarding the fourth runway.

- a. If there is a need for capacity, a fourth runway is an option. This would go through the proper NEPA process with an option of “no action.” Ultimately, the State, users, and those who participate in the NEPA process would determine the best option for the Airport. The current Master Plan highlights that the additional runway could be at ANC or at another location in the state, like another airport. That would be studied and decided if/when the need arises.

10. Bus routes in Anchorage need to be planned for in regard to the terminal.

- a. Thank you. The Master Plan will document the desire for public transportation options that serve ANC and will note that enhancement of Anchorage People Mover service to ANC and advertising of ANC bus service would be welcomed by the community.

11. Also, if you need a hotel, the Airport needs to determine where to put the hotel rather than having the developer pick where it’s located.

- a. If a hotel development were to be proposed, the Airport would work with the developer to find a feasible location that would not interfere with the aeronautical mission of the Airport.

12. Suggest that the Airport picks a spot so developers can be interested.

- a. Thank you for your comment.

13. On the Airside – Air Cargo side, there are areas that have no development. Why?

- a. The ANC Master Plan identifies suitable areas for development to meet the forecast needs during the 5-, 10-, and 20-year Master Plan horizon. The remaining airport land that is not developed is held in reserve for future aviation-related development or is left undeveloped to protect the airport’s operation (e.g. safety areas off the runway ends).

14. A rail station is a legacy, and the hotel is a must.

- a. Thank you for your comment.

15. Cathy Gleason: The property West of NorthLink – Little Campbell Lake Park is located on Airport property. There is a land entitlement agreement (1986) for the Airport/MOA to turn over properties on Airport land. Turnagain Community Council comments on the Anchorage Heritage Land Bank (HLB) say that the land should be transferred, not swapped, but it has never taken place. We should include in this Master Plan Update. Development at/around Little Campbell Lake would cause an uproar.

- a. Thank you for your comment. Since January 1995, the State and the MOA have been in a maintenance agreement wherein the State acknowledges the recreational value of Little Campbell Lake and the surrounding land, which is located on Airport property. The State has granted access to the public in exchange for the MOA maintaining the land. Little Campbell Lake and the surrounding land is located in an area designated for future Airport development under the current FAA-approved Airport Land Plan. Little Campbell Lake and the surrounding land will remain airport property.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Preferred Alternatives

MAY 2024

WELCOME TO THE ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- Planning Activity Level (PAL)
- Preferred Alternatives
- Next Steps

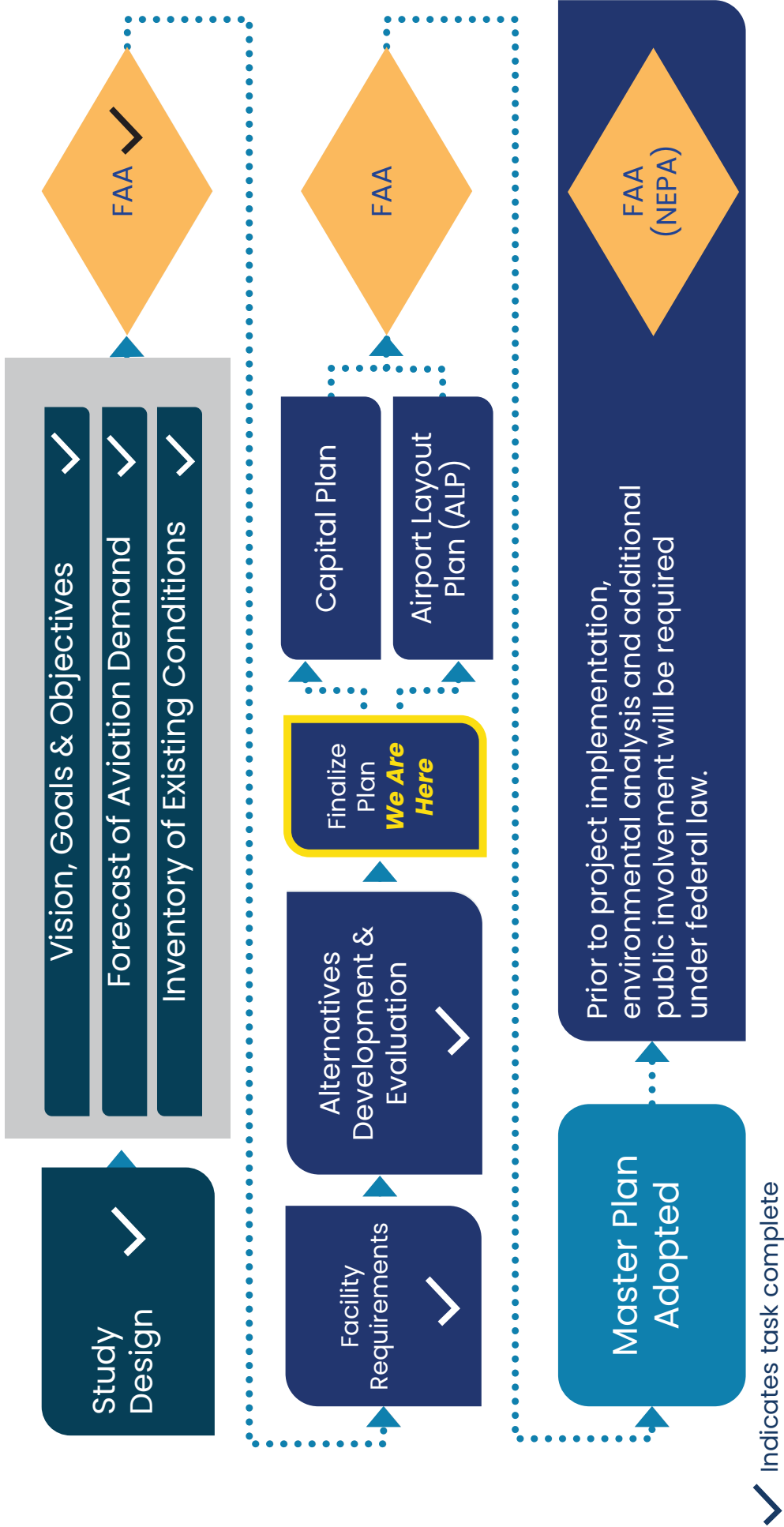


ANC MASTER PLAN PUBLIC MEETING #4

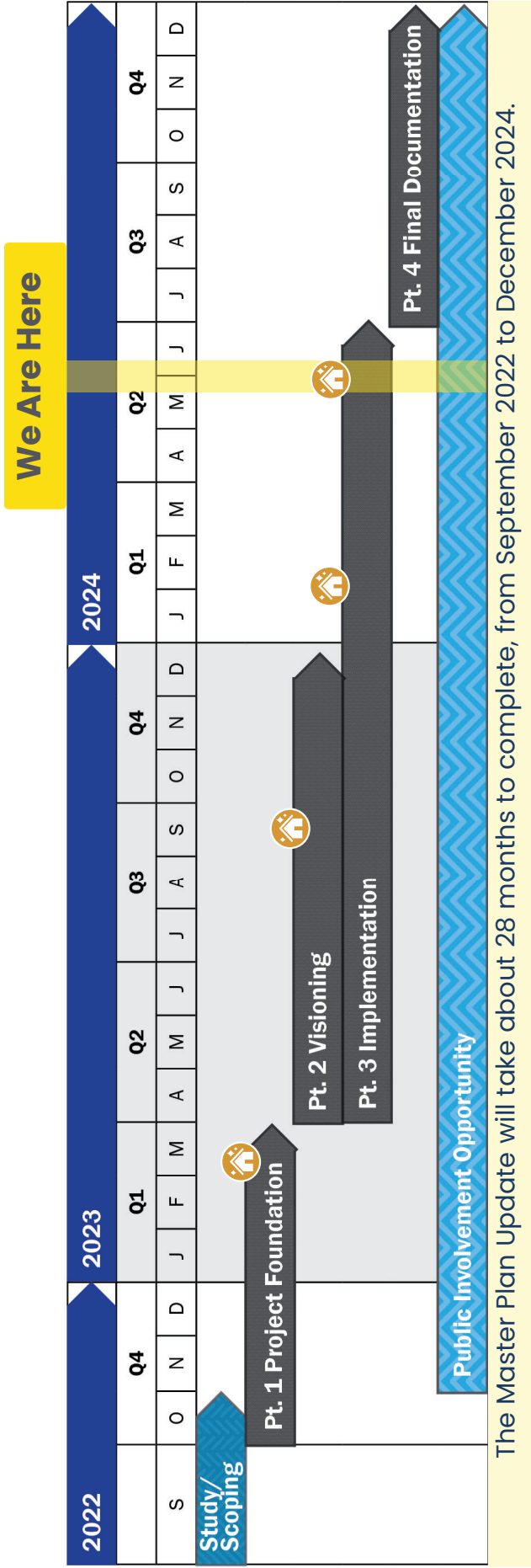
-
- **Activities to Date**
 - Planning Activity Level (PAL)
 - Preferred Alternatives
 - Next Steps



MASTER PLAN PROCESS OVERVIEW



PROJECT SCHEDULE OVERVIEW + ENGAGEMENT



Public Meeting # 1

Attendees



73

Online Open House Visits

7 Written Comments



73

Mailing List Additions



4 Written Comments

29

Mailing List Additions

Public Meeting # 2

Attendees



29

Online Open House Visits

4 Written Comments



29

Mailing List Additions

Public Meeting # 3

Attendees



43

Online Open House Visits

8 Written Comments



17

Mailing List Additions

Public Meeting # 4

We Are Here



Indicates Completed Public Meetings

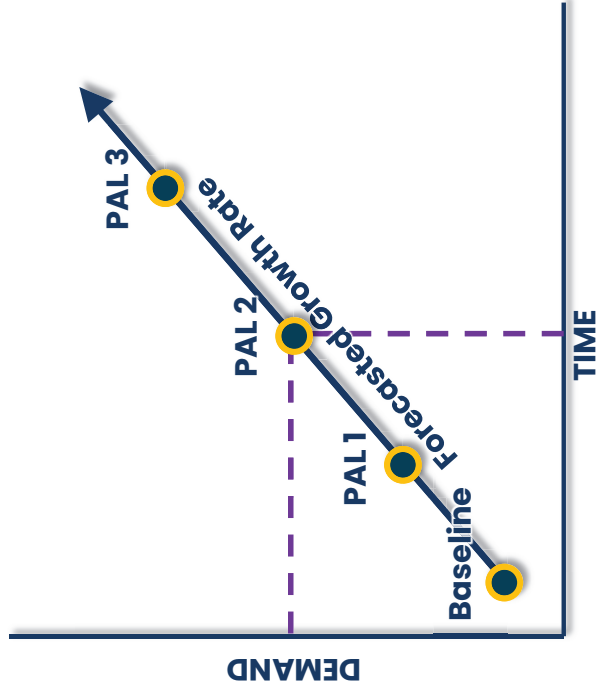
ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- **Planning Activity Level (PAL)**
- Preferred Alternatives
- Next Steps

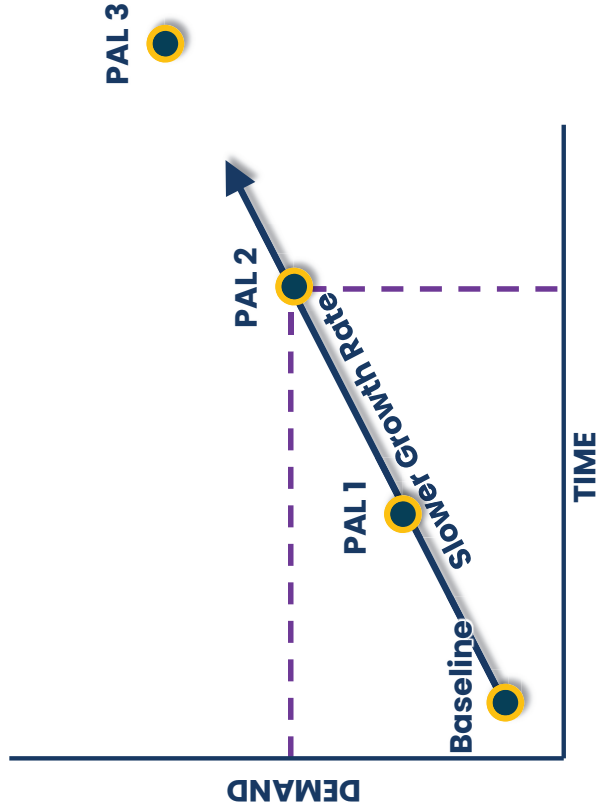


Planning Activity Level (PAL)

Forecasted Growth



Slower Growth

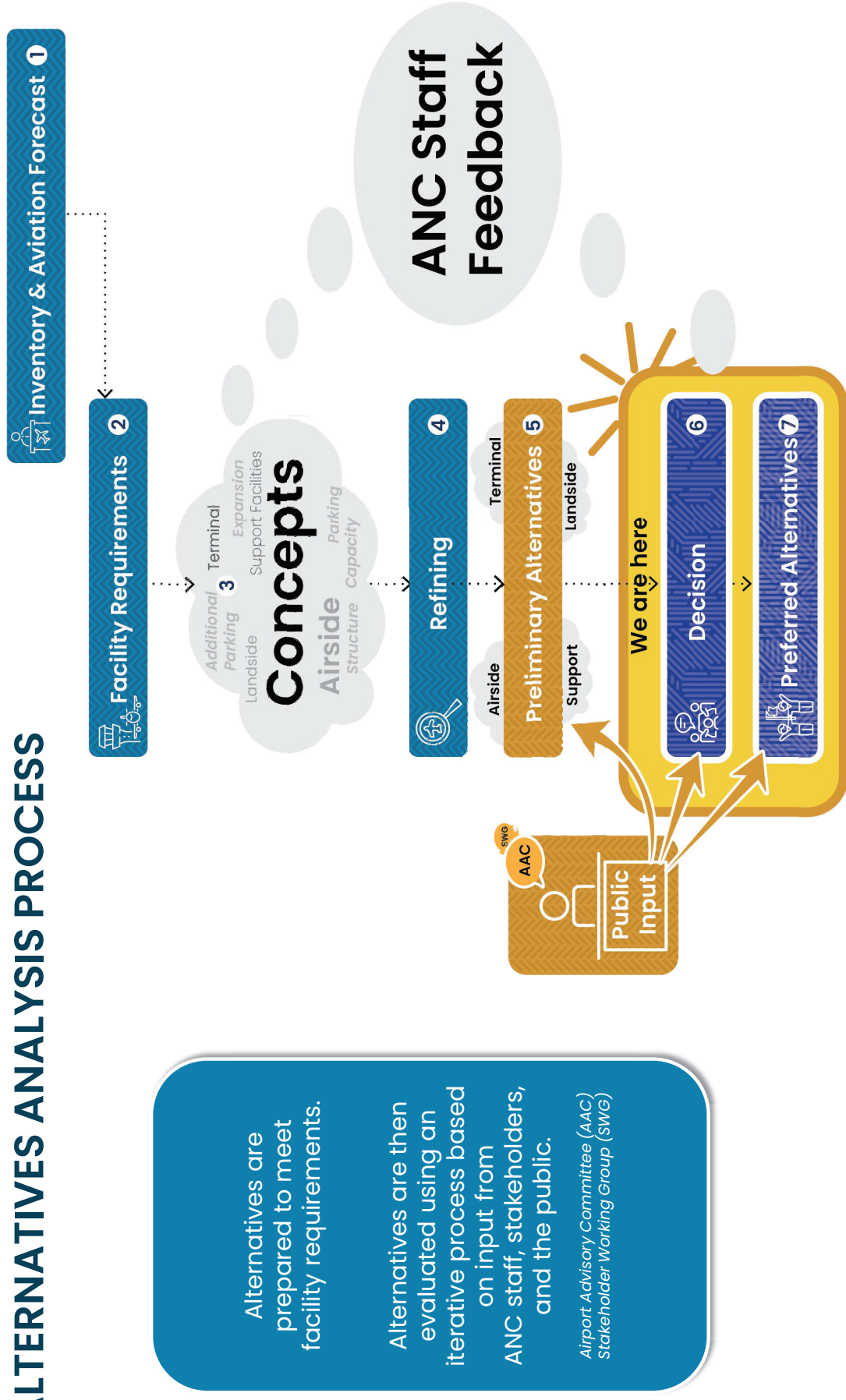


ANC MASTER PLAN PUBLIC MEETING #4

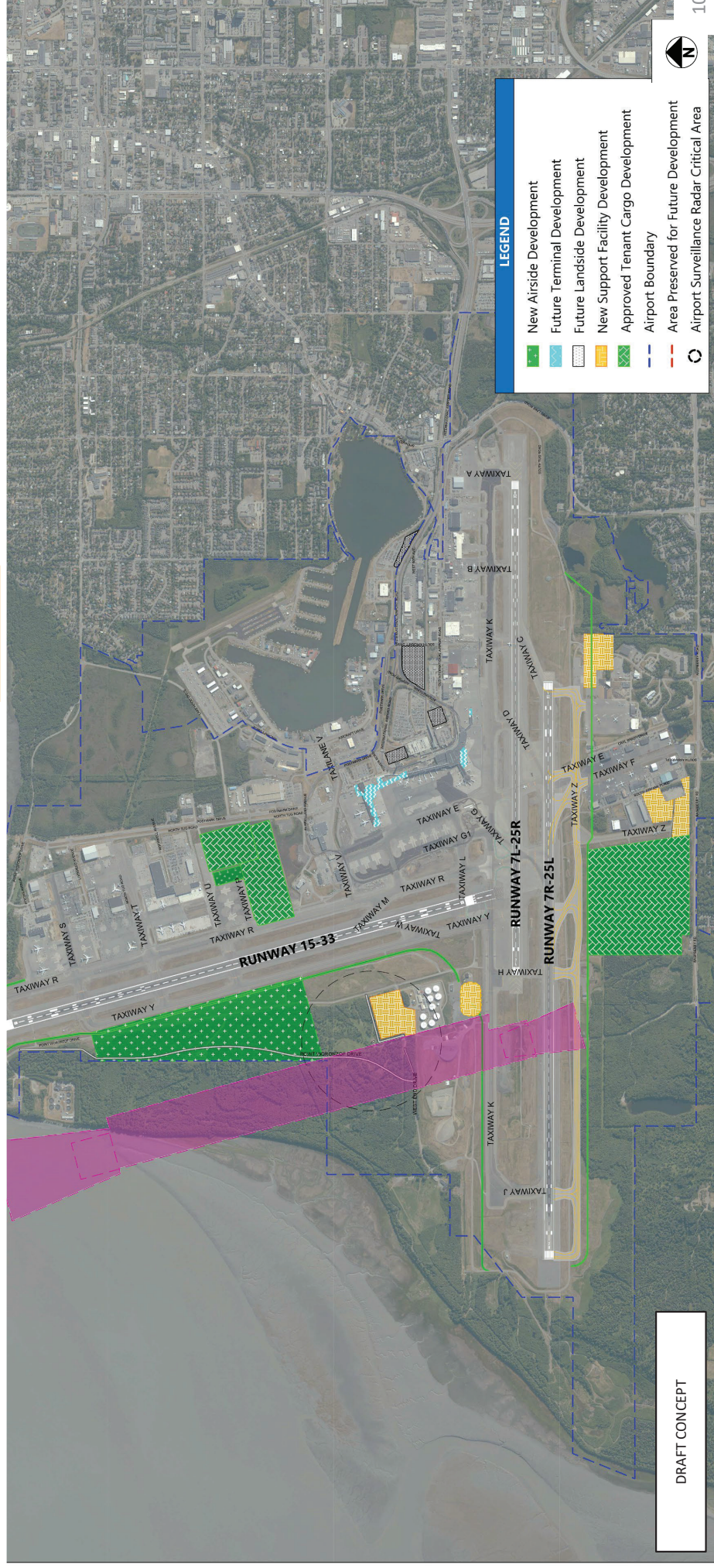
- Activities to Date
- Planning Activity Level (PAL)
- **Preferred Alternatives**
- Next Steps



ALTERNATIVES ANALYSIS PROCESS

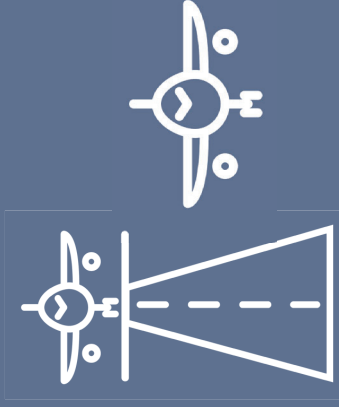


Preferred Alternatives Overview



ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



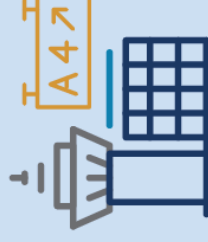
2. Terminal



3. Landside

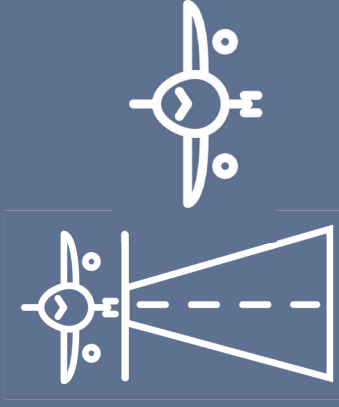


4. Support Facilities



ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities



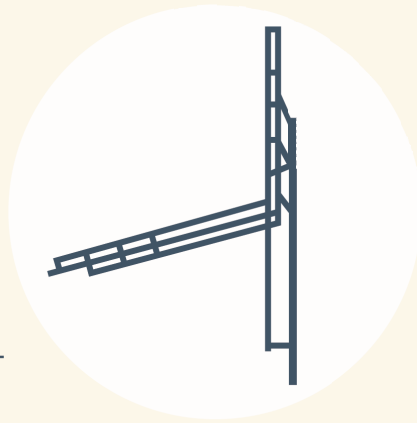
Airside – Runways

ANC MASTER PLAN

Preferred Runway Alternative

PHASE 1 Minimize Development

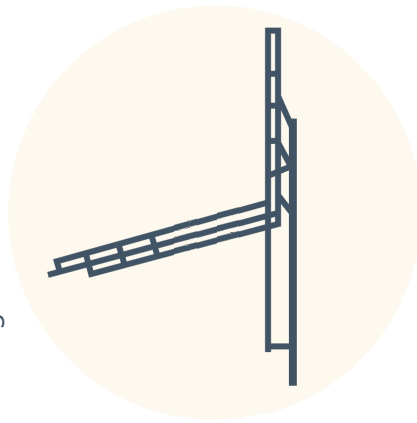
☒ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

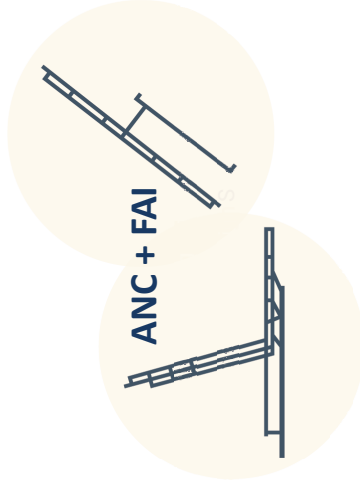
☐ Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

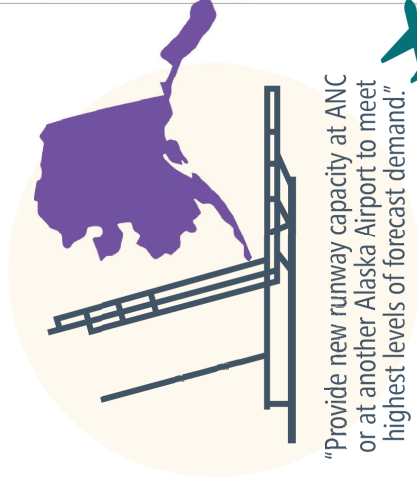
☐ Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

☐ Future



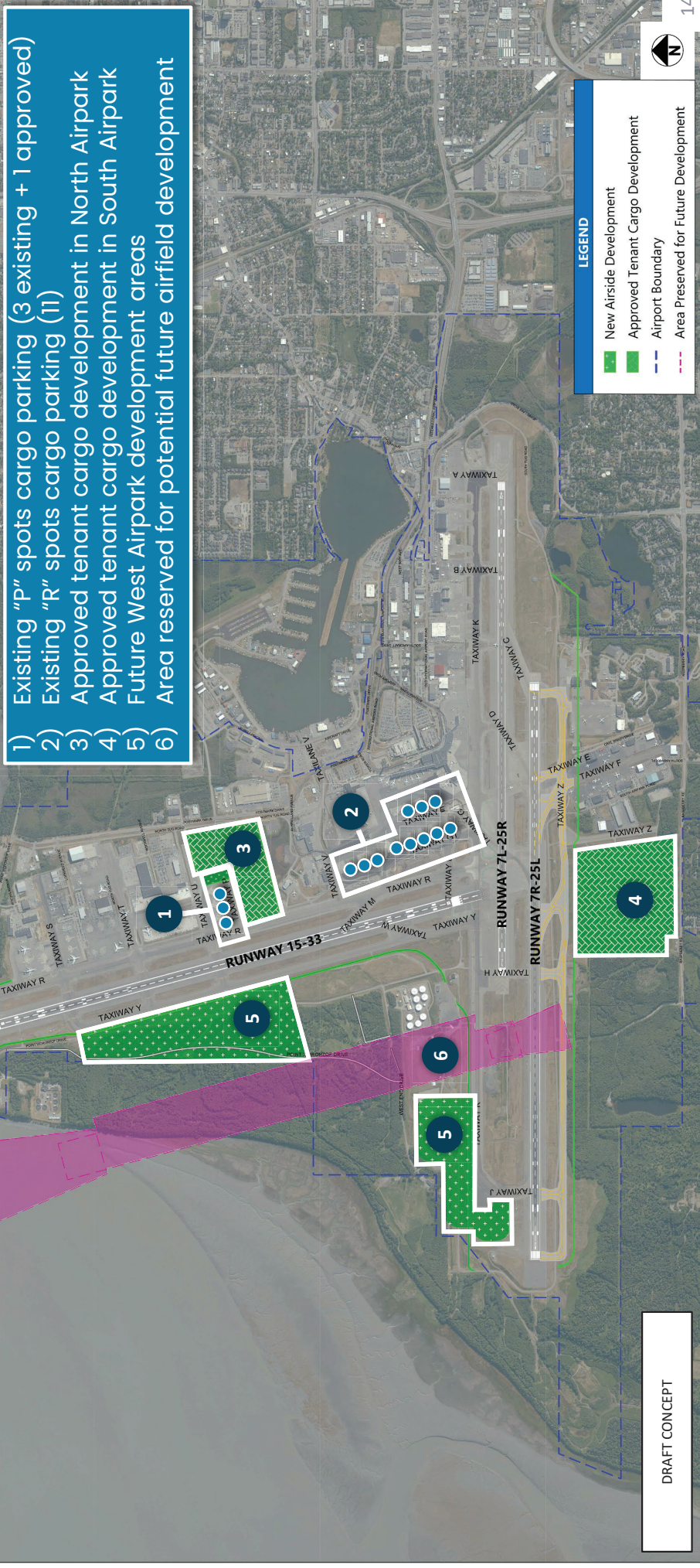
"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."



DRAFT CONCEPT

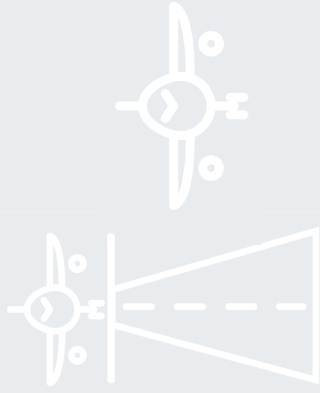
G R O W T H O V E R T I M E

Preferred Air Cargo Alternative



ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



2. Terminal



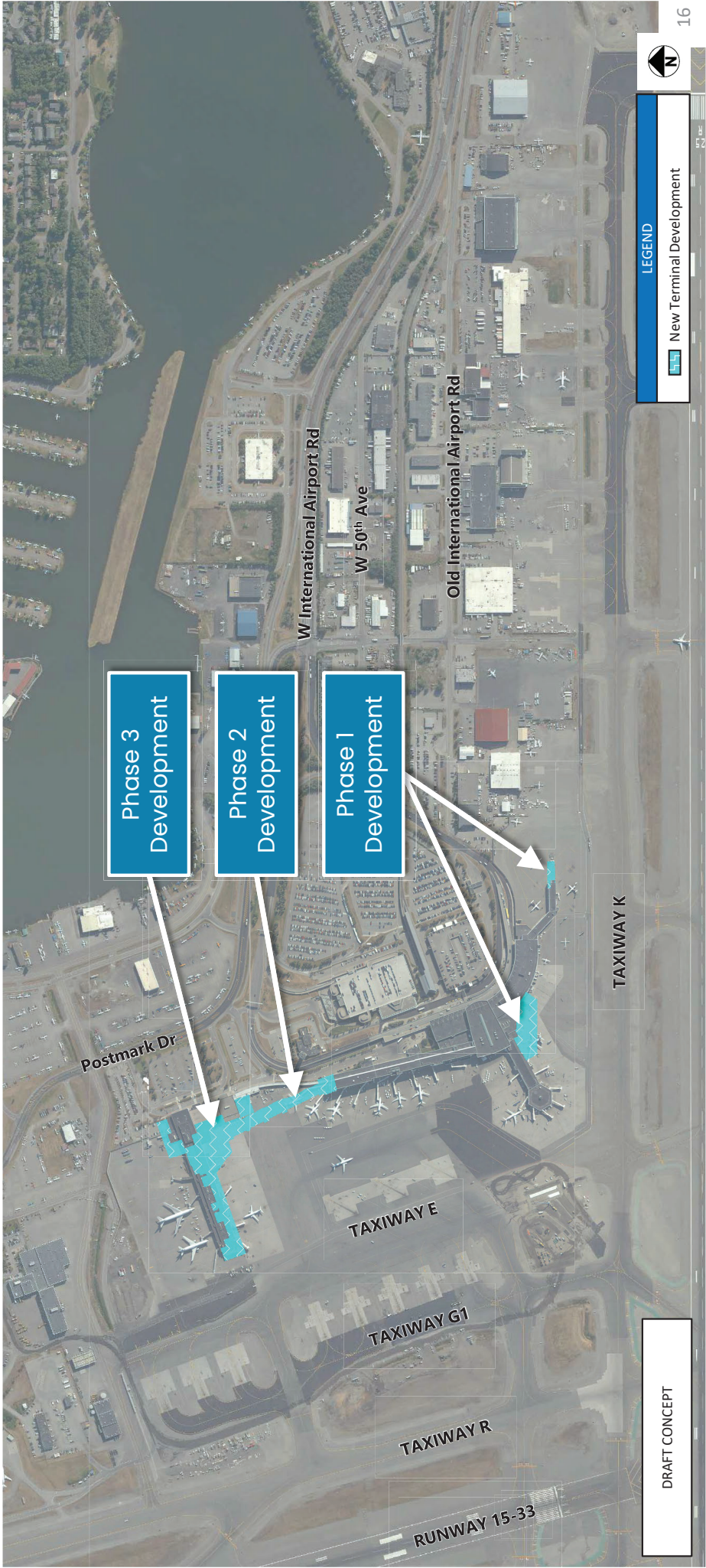
3. Landside



4. Support
Facilities



Preferred Terminal Alternative

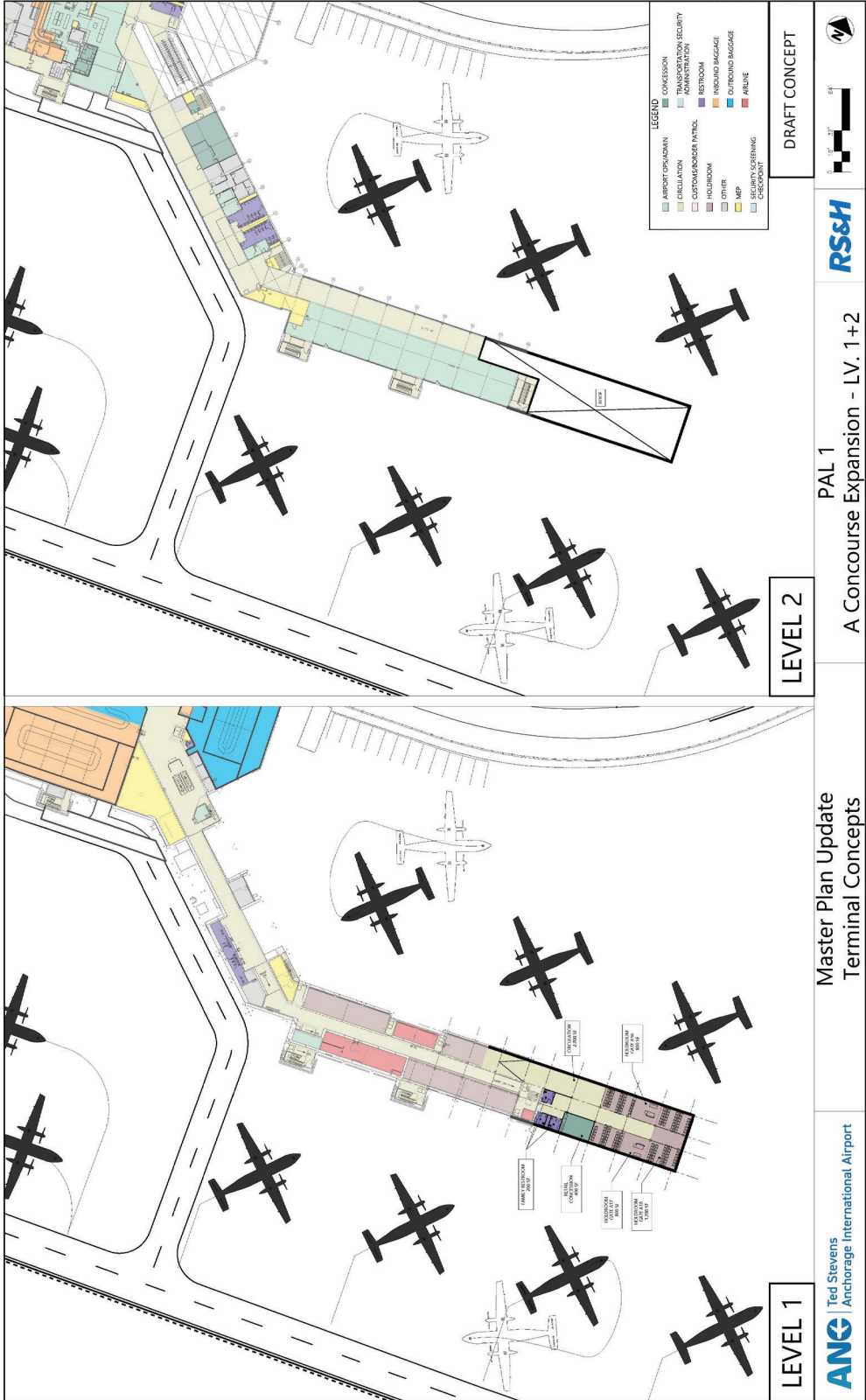




ANC MASTER PLAN

Preferred Terminal Alternative Overview

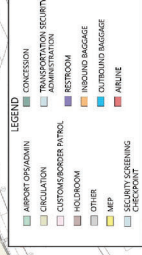
A Concourse Expansion



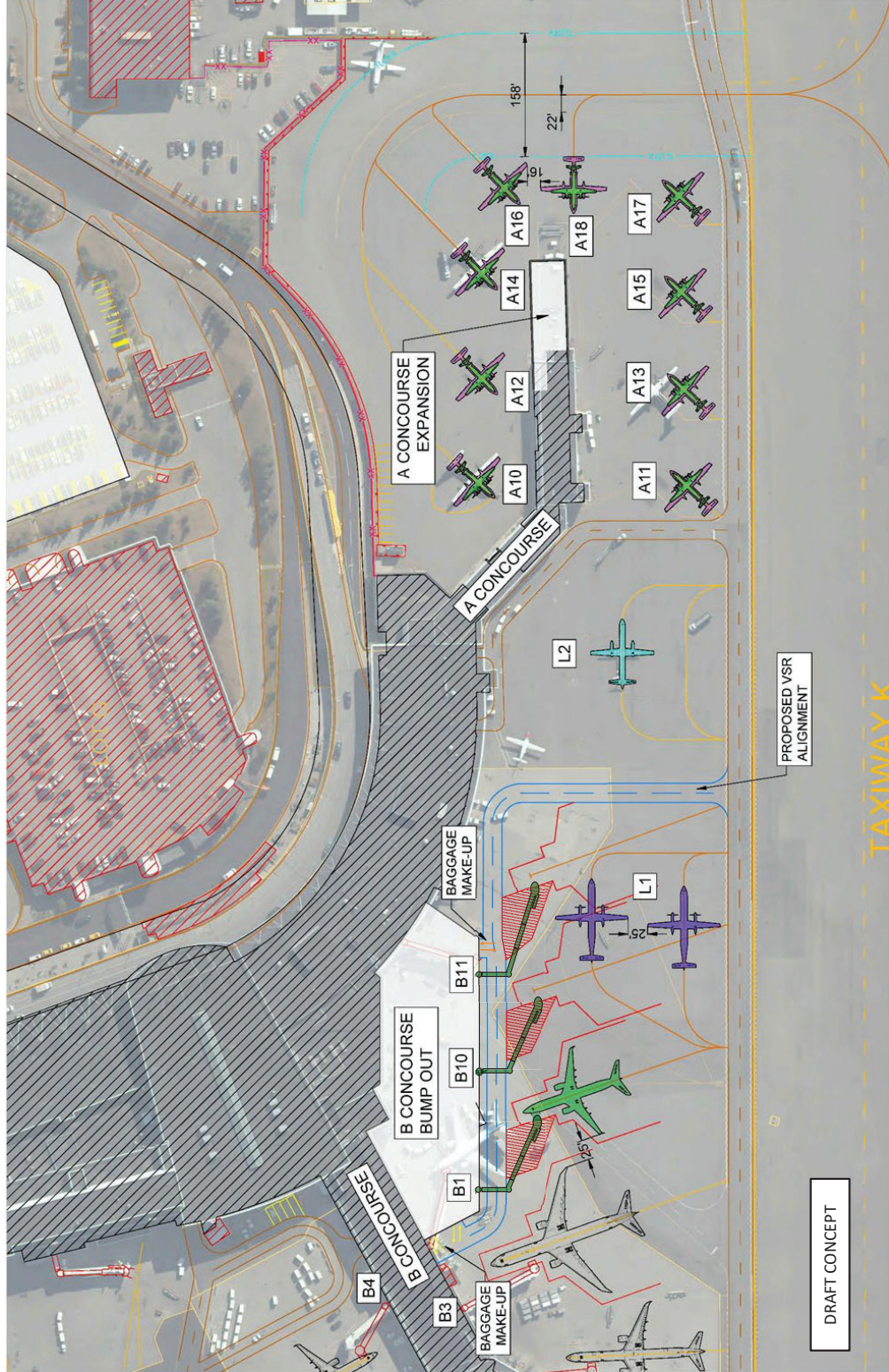
B Concourse Expansion

1. **Introduction**

Total Cost: \$203.9M - \$249.4M



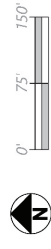
ANC MASTER PLAN
 Preferred Terminal Alternative Overview
Conceptual Daytime Apron Usage



PAL 1: 3M Annual Enplanements



- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 400 (ADG-III)
- Dash-8 Series 100 (ADG-II)
- Beechcraft 1900D (ADG-II)

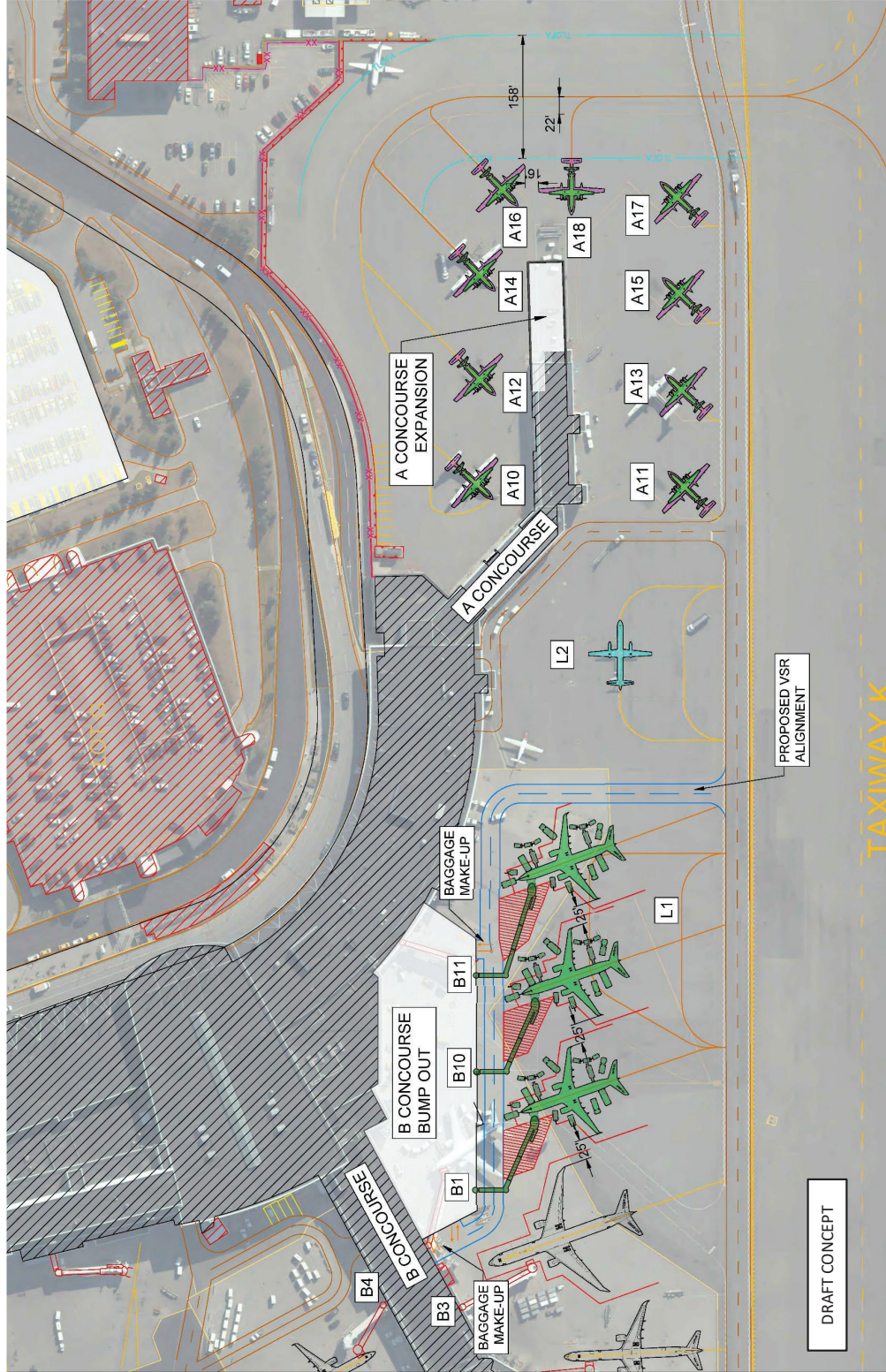


DRAFT CONCEPT

ANC MASTER PLAN

Preferred Terminal Alternative Overview

Conceptual Nighttime Apron Usage



PAL1:3M Annual Enplanements



- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



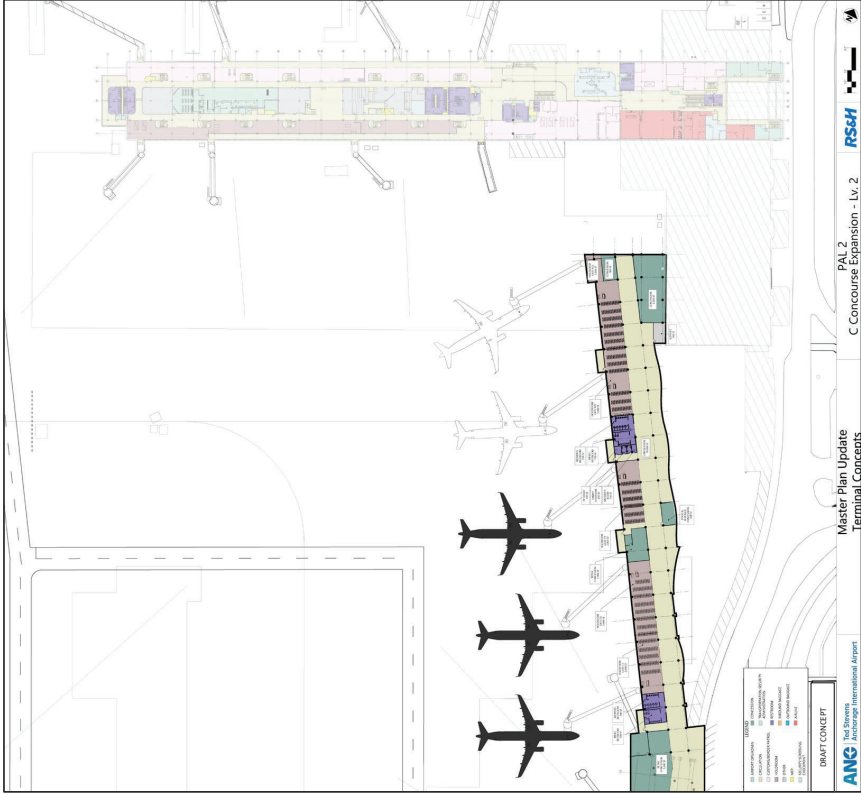
DRAFT CONCEPT



ANC MASTER PLAN

Preferred Terminal Alternative Overview

C Concourse Expansion



PAL 2: 3.4M Annual Enplanements

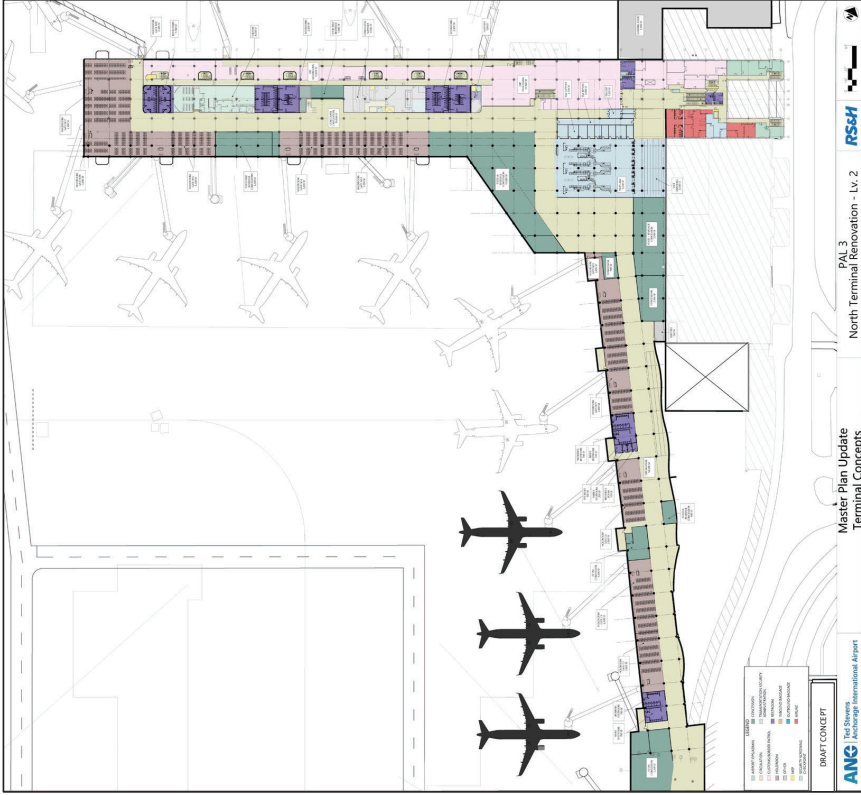
✈ ✈ ✈ ✈

Additional Area: 120,900 SF
 Additional Gates: +2 Jet Gates
 Total Cost: \$226.4M – \$277M

ANC MASTER PLAN

Preferred Terminal Alternative Overview

North Terminal Expansion



PAL 3: 4.1M Annual Enplanements



Additional Area: 146,000 SF
 Additional Gates: +9 Jet Gates*
 Total Cost: \$366.2M – \$447.7M

*While there are 8 existing gates at the North Terminal, the building lacks the passenger facilities for the gates to be usable for domestic jet operations. The North Terminal Expansion Alternative provides expanded hold rooms, concessions, and passenger processing facilities which enables the North Terminal gates to function at the same Level of Service as the B and C Concourse gates. Therefore, 9 jet gates (6NB+3WB) become usable for domestic jet operations because of the North Terminal Expansion Alternative.

Preferred Alternative Drafts Rough Order of Magnitude (ROM) Cost Summary

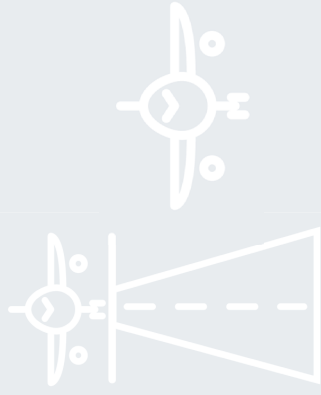
	A Concourse Expansion	B Concourse Expansion	C Concourse Expansion	North Terminal Expansion
Construction Items	\$11.4M - \$14.0M	\$122.1M - \$149.4M	\$132.7M - \$162.3M	\$190.6M - \$233.0M
Soft Costs	\$9.0M - \$11.1M	\$81.8M - \$100.0M	\$93.7M - \$114.7M	\$175.6M - \$214.7M
Total Cost	\$20.4M - \$25.1M	\$203.9M - \$249.4M	\$226.4M - \$277.0M	\$366.2M - \$447.7M

	A Concourse + B Concourse Total	C Concourse + North Terminal Total
Total Cost	\$224.3M - \$274.5M	\$592.6M - \$724.7M

- Costs include vertical building work and apron civil work.
- Contingency included to account for planning-level ROM cost.
- Soft costs include design, permitting, and construction administration.
 - Costs escalated to 2027 dollars.

ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



2. Terminal



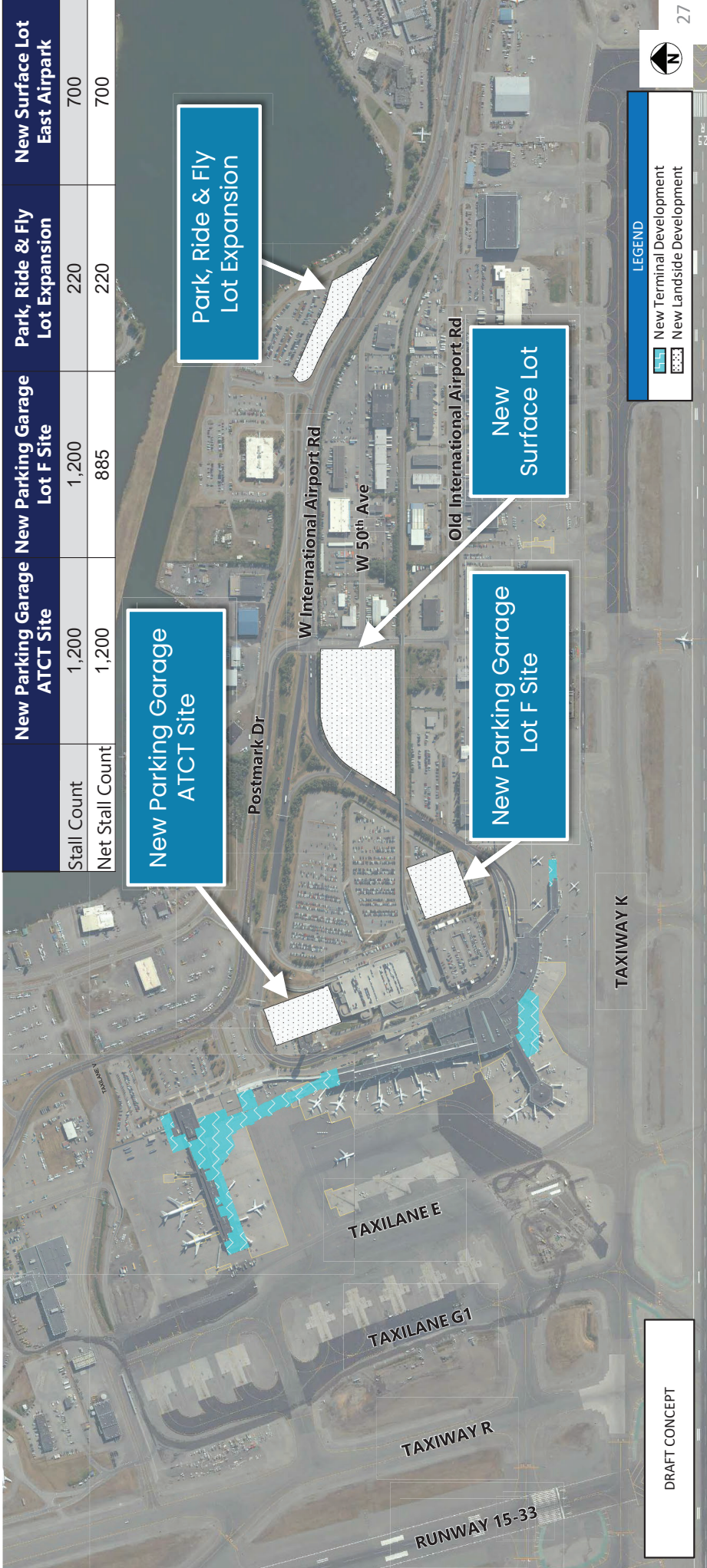
3. Landside



4. Support Facilities



Preferred Landside Alternative



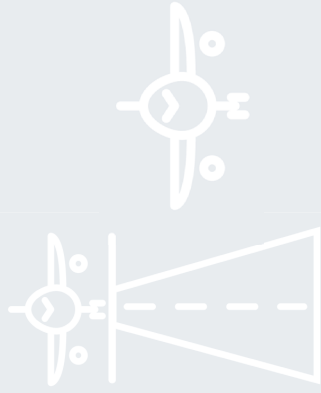
Preferred Landside Alternative Draft Rough Order of Magnitude (ROM) Cost Summary

	New Parking Garage ATCT Site	New Parking Garage Lot F Site	Park, Ride & Fly Lot Expansion	New Lot in East Airpark
Construction Items	\$112.5M - \$137.6M	\$115.8M - \$141.6M	\$5.1M - \$6.4M	\$17.2M - \$21.1M
Soft Costs	\$45.4M - \$55.6M	\$46.7M - \$57.2M	\$2.0M - \$2.6M	\$5.3M - \$6.6M
Total Cost	\$157.9M - \$193.2M	\$162.5M - \$198.8M	\$7.1M - \$9.0M	\$22.5M - \$27.7
Net Stall Count	1,200	885	220	700
Cost/Stall	\$132K - \$161K per stall	\$184K - \$225K per stall	\$32K - \$41K per stall	\$32K - \$40K per stall

- Parking garage construction costs (prior to soft costs) assume \$75,000/stall.
 - Contingency included to account for planning-level ROM cost.
 - Soft costs include design, permitting, and construction administration.
 - Costs escalated to 2027 dollars.

ANC MASTER PLAN
PREFERRED ALTERNATIVE

1. Airside



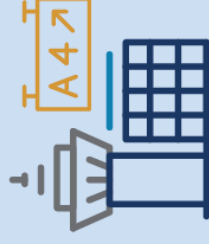
2. Terminal



3. Landside

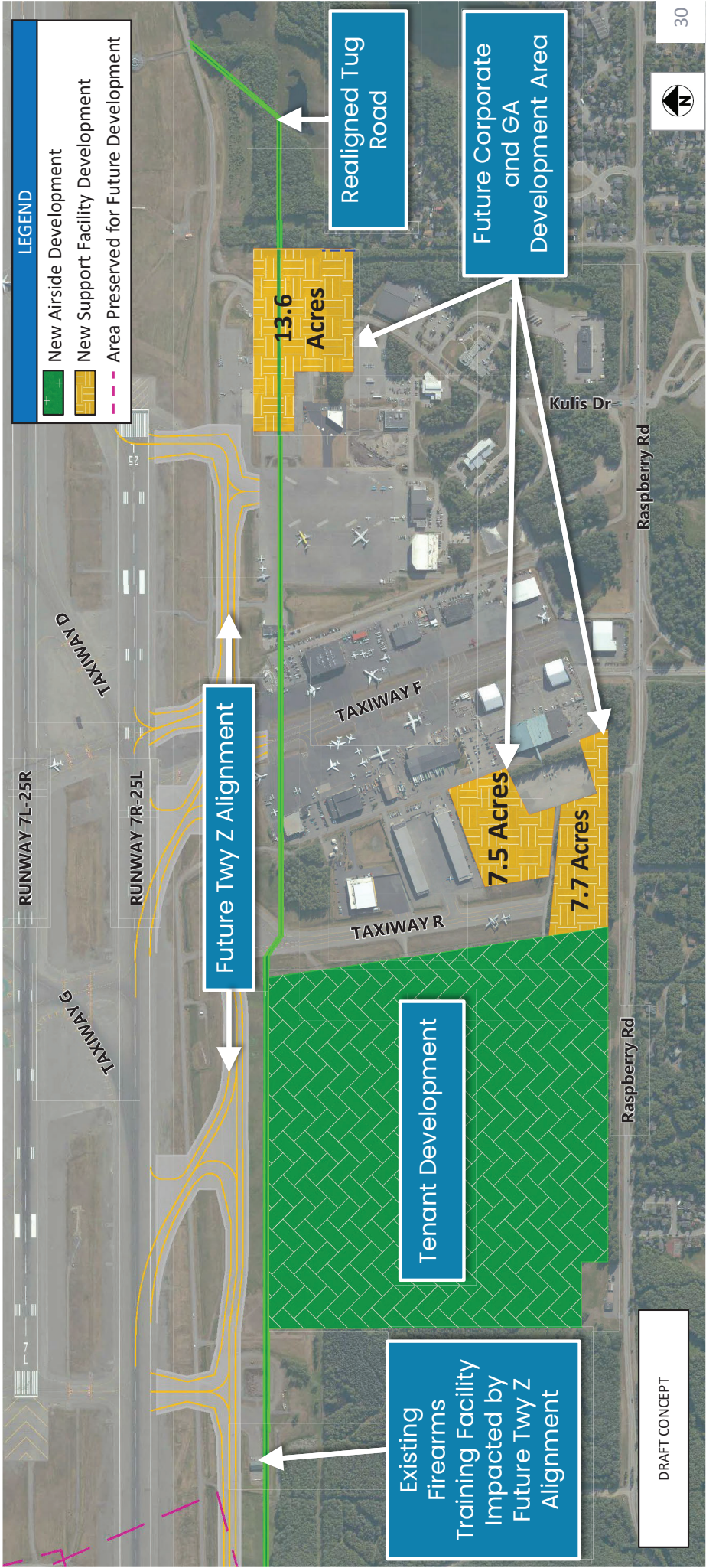


4. Support
Facilities



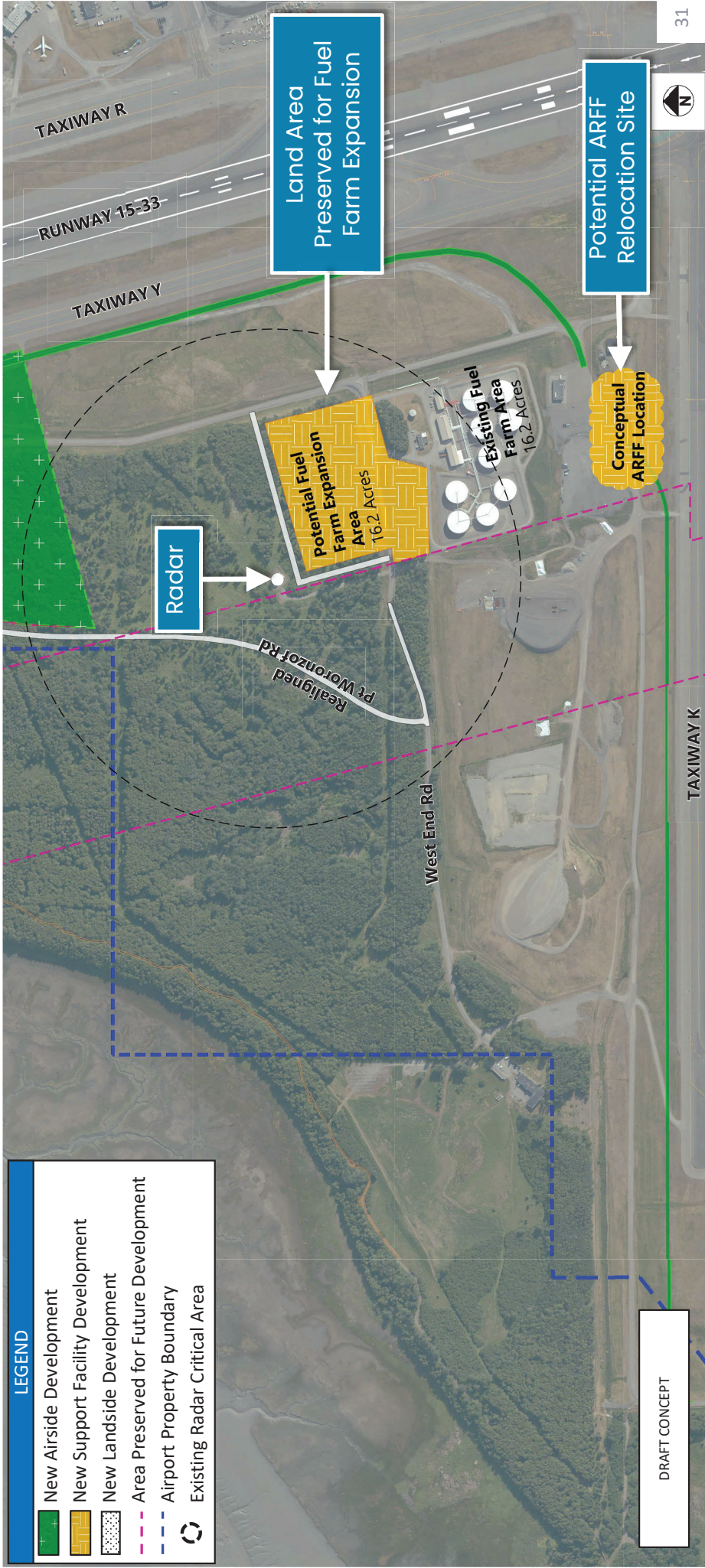
Support Facilities

ANC MASTER PLAN
Preferred Support Facilities
Alternative



Support Facilities

ANC MASTER PLAN Preferred Support Facilities Alternative



ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- Planning Activity Level (PAL)
- Preferred Alternatives
- **Next Steps**



Next Steps

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Final Documentation (including Capital Plan)
- FAA Approval of Airport Layout Plan

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Attachment B

Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards



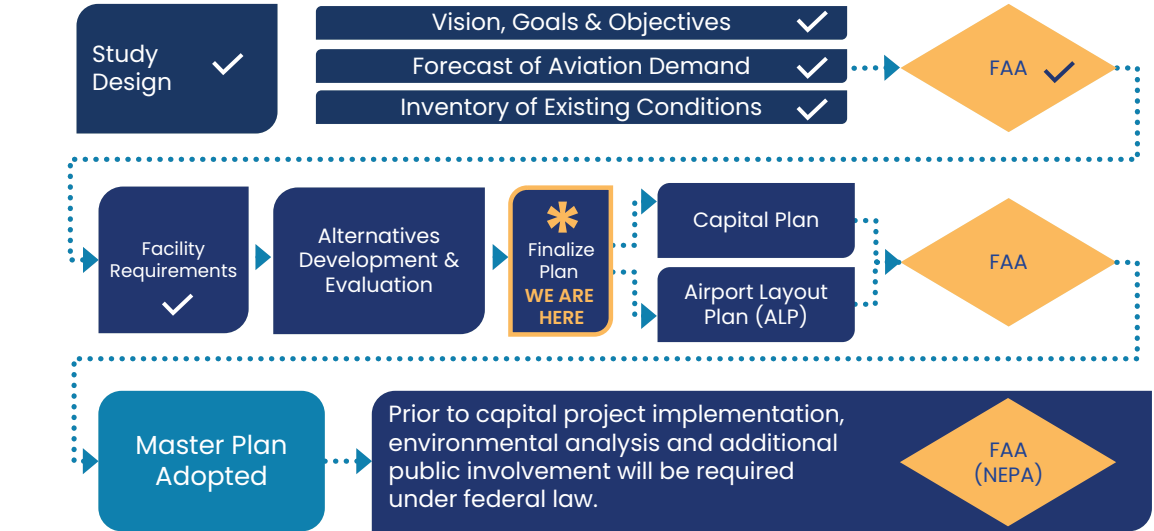
Welcome to the **ANC** Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

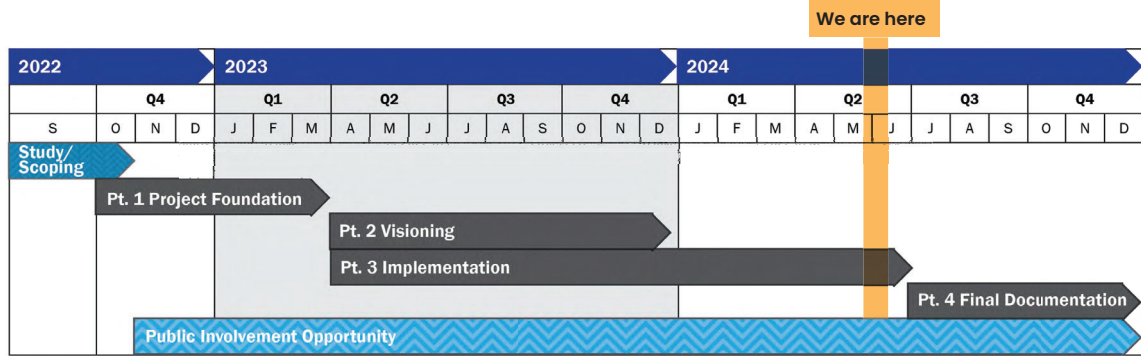
Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport (ANC).

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at 907-931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

MASTER PLAN PROCESS OVERVIEW & SCHEDULE



✓ Indicates completed task



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

Public Meeting #1

Attendees **73** Online Open House Visits **170**
7 Written Comments 73 Mailing List Additions

Public Meeting #2

Attendees **29** Online Open House Visits **44**
4 Written Comments 29 Mailing List Additions

Public Meeting #3

Attendees **43** Online Open House Visits **128**
8 Written Comments 17 Mailing List Additions

Public Meeting #4

We Are Here!
May 29, 2024



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of Airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

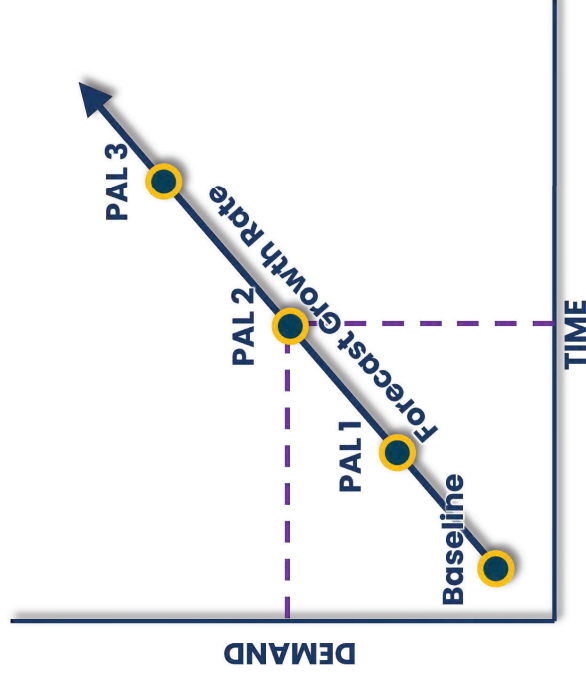


The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. To view the full Goals and Objectives, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

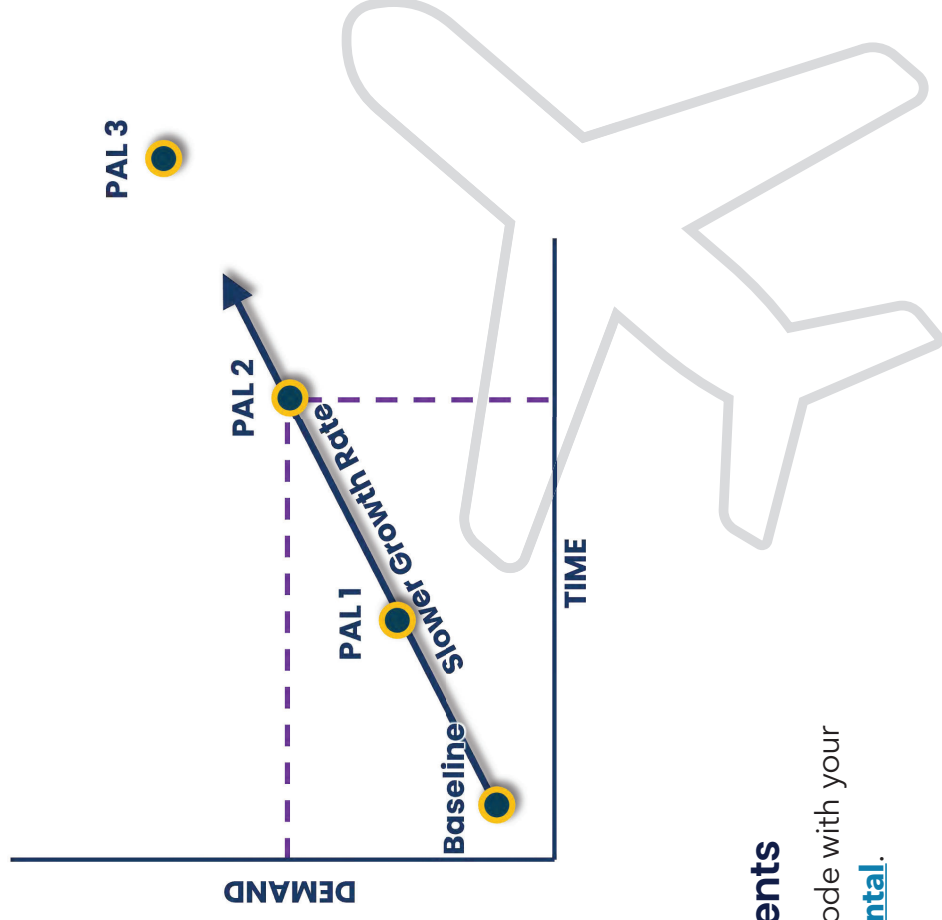
Aviation Forecast

Planning Activity Levels (PAL)s

Forecasted Growth



Slower Growth



Aviation Forecast & Facility Requirements

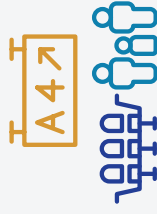
To view the full Facility Requirements, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Baseline (2022)

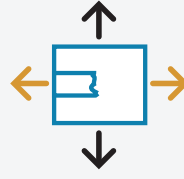
Operations
226,000



Passengers
2.6 Million



Cargo Tonnes
3.6 Million



General Aviation
29,000



Aviation Forecast

More takeoffs and landings:

1.8% per year over the 20-year planning period

More passengers:

2.3% per year over the 20-year planning period

ANC will continue to be a critical cargo stop:

2.8% per year over the 20-year planning period

General aviation will grow slowly:

1.0% per year over the 20-year planning period

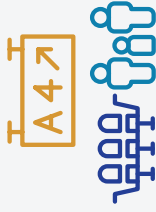


Planning Activity Level (PAL) 1 Forecast Year 2027

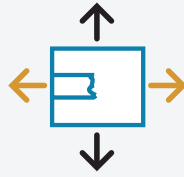
Operations
251,000



Passengers
3.0 Million



Cargo Tonnes
4.2 Million



General Aviation
31,000



PAL 1

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.

Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.



Planning Activity Level (PAL) 2 Forecast Year 2032

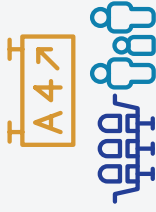
Operations

276,000



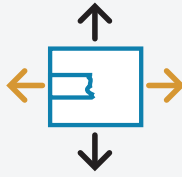
Passengers

3.4 Million



Cargo Tonnes

4.9 Million



General Aviation

32,000



PAL 2

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.

Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.



Planning Activity Level (PAL) 3 Forecast Year 2042

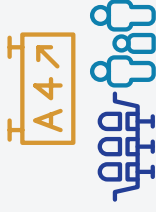
Operations

326,000



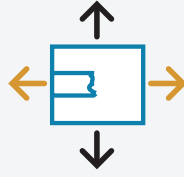
Passengers

4.1 Million



Cargo Tonnes

6.2 Million



General Aviation

35,000



PAL 3

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.

Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.



Preliminary Alternatives

Alternatives are prepared to meet facility requirements.

Alternatives are then evaluated using an iterative process based on input from ANC staff, stakeholders, and the public.

Airport Advisory Committee (AAC)
Stakeholder Working Group (SWG)

Inventory & Aviation Forecast 1

Facility Requirements 2



Refining 4

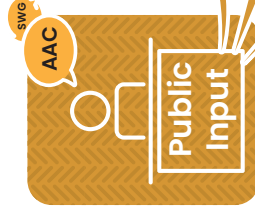
Preliminary Alternatives 5

We are here

Decision 6

Preferred Alternatives 7

ANC Staff Feedback



Airport Preferred Alternatives Overview

Preferred Alternatives Overview

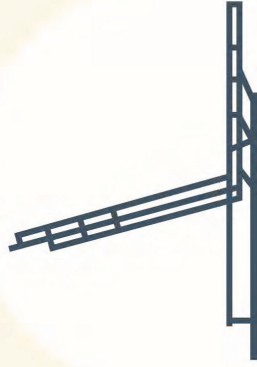


Airside – Runways

Preferred Runway Alternative

PHASE 1 Minimize Development

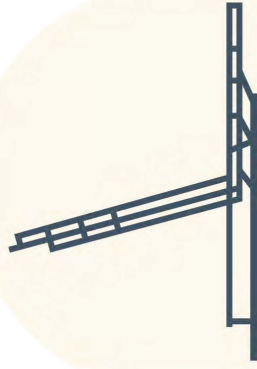
☒ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

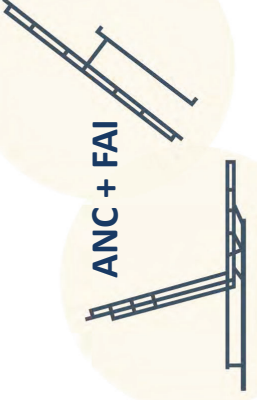
☐ Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

☐ Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

☐ Future



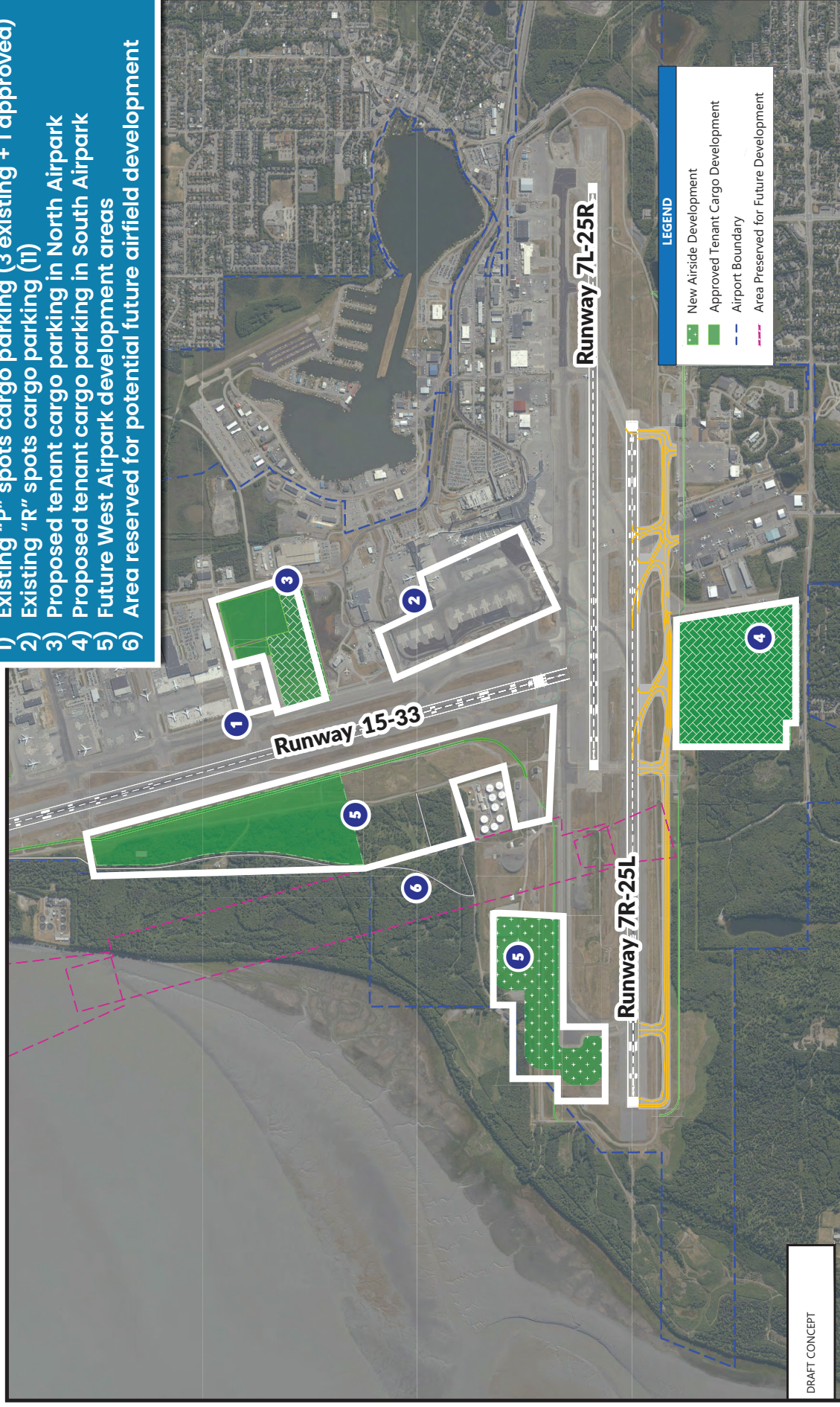
"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

DRAFT CONCEPT

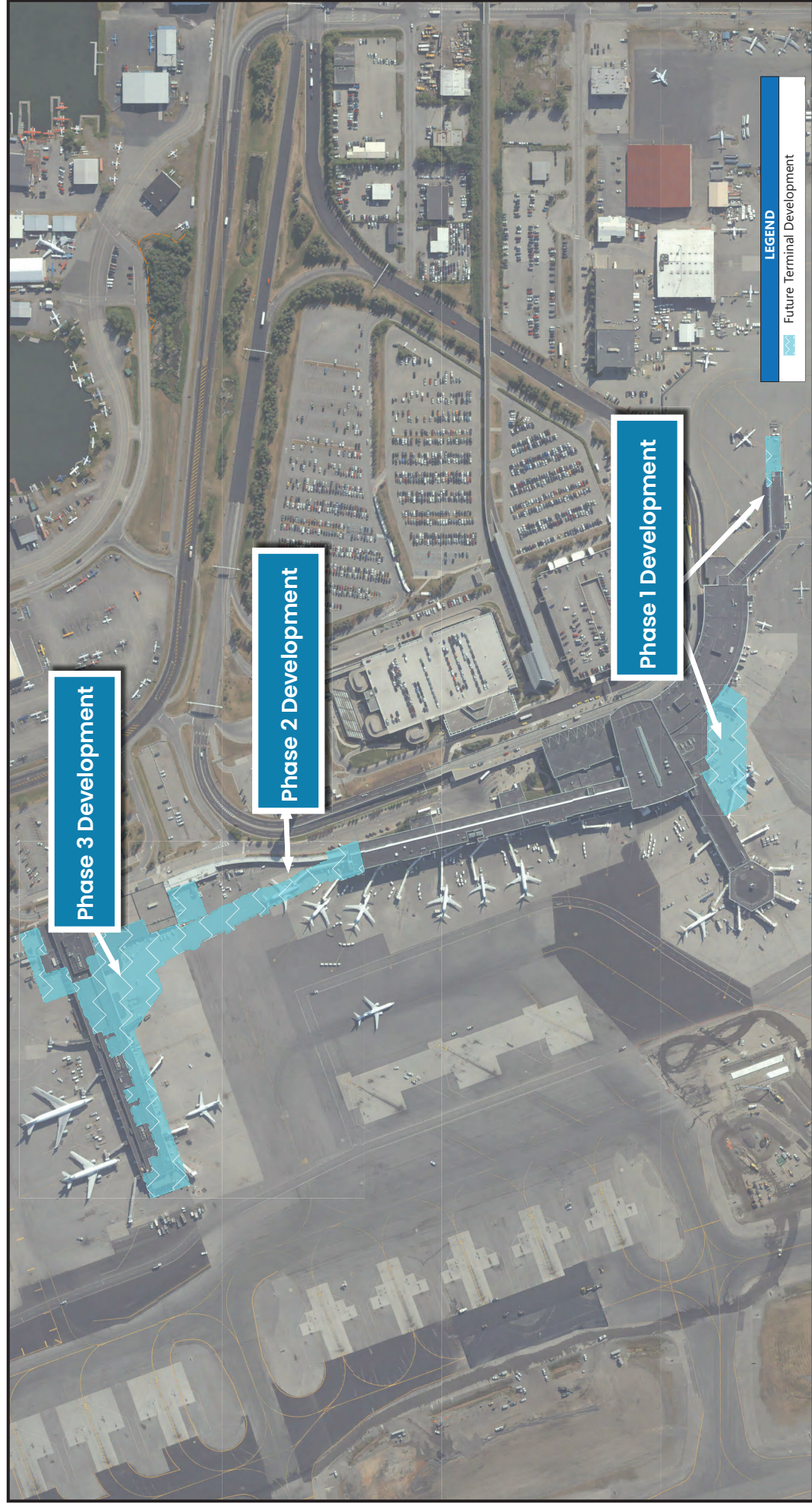
G R O W T H O V E R T I M E

Preferred Air Cargo Alternative

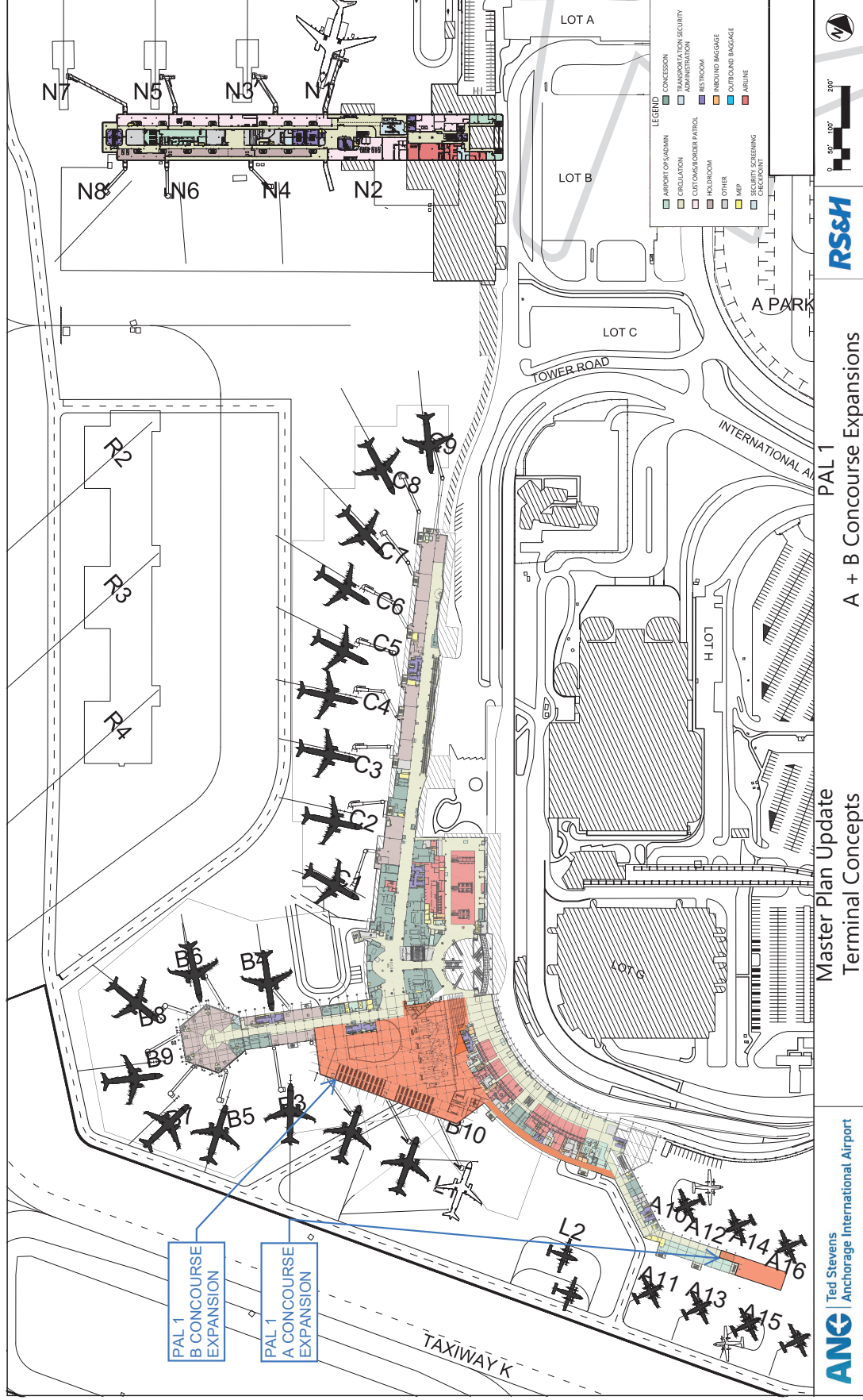
- 1) Existing "P" spots cargo parking (3 existing + 1 approved)
- 2) Existing "R" spots cargo parking (11)
- 3) Proposed tenant cargo parking in North Airpark
- 4) Proposed tenant cargo parking in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield development



Preferred Terminal Alternative



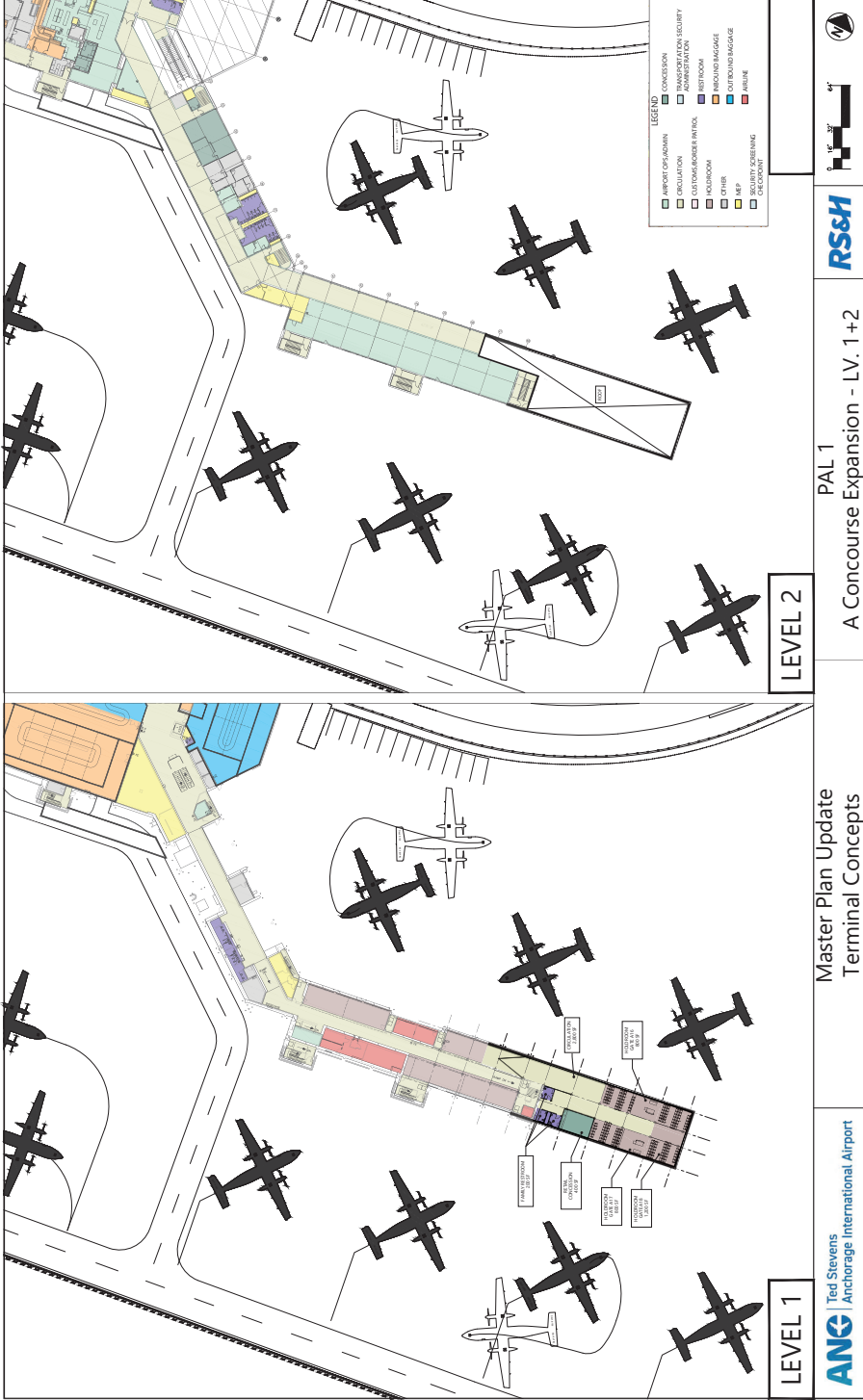
Preferred Terminal Alternative Overview



ANC MASTER PLAN Preferred Terminal Alternative Overview

A Concourse Expansion

ANC



PAL 1: 3M Annual Enplanements

- **Additional Area:** 6,100 SF
- **Additional Gates:** +2 Regional Gates
- **Total Cost:** \$20.4M - \$25.1M

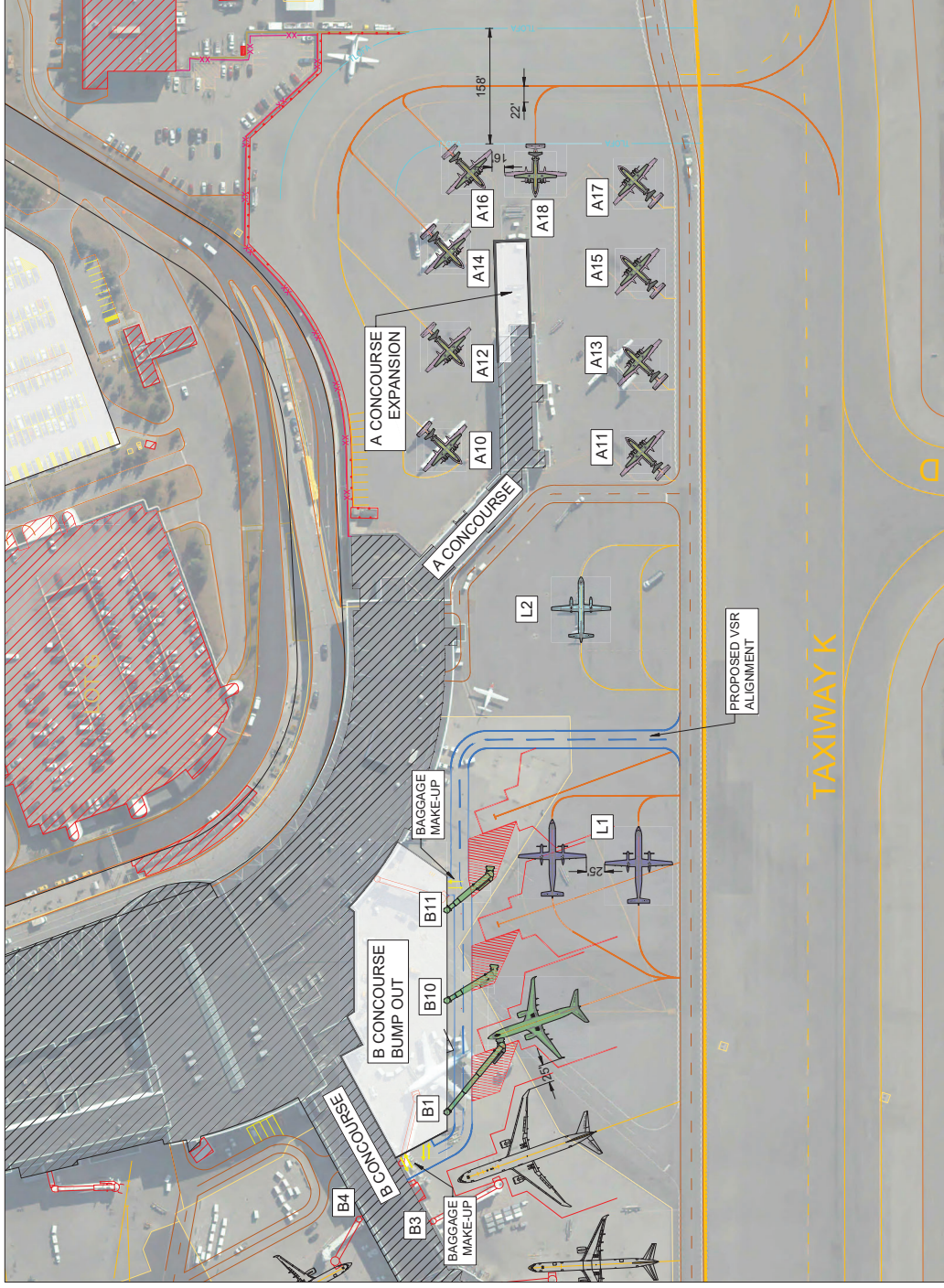


B Concourse Expansion



- **Additional Area:** 96,400 SF
- **Additional Gates:** +2 Jet Gates
- **Total Cost:** \$203.9M - \$249.4M

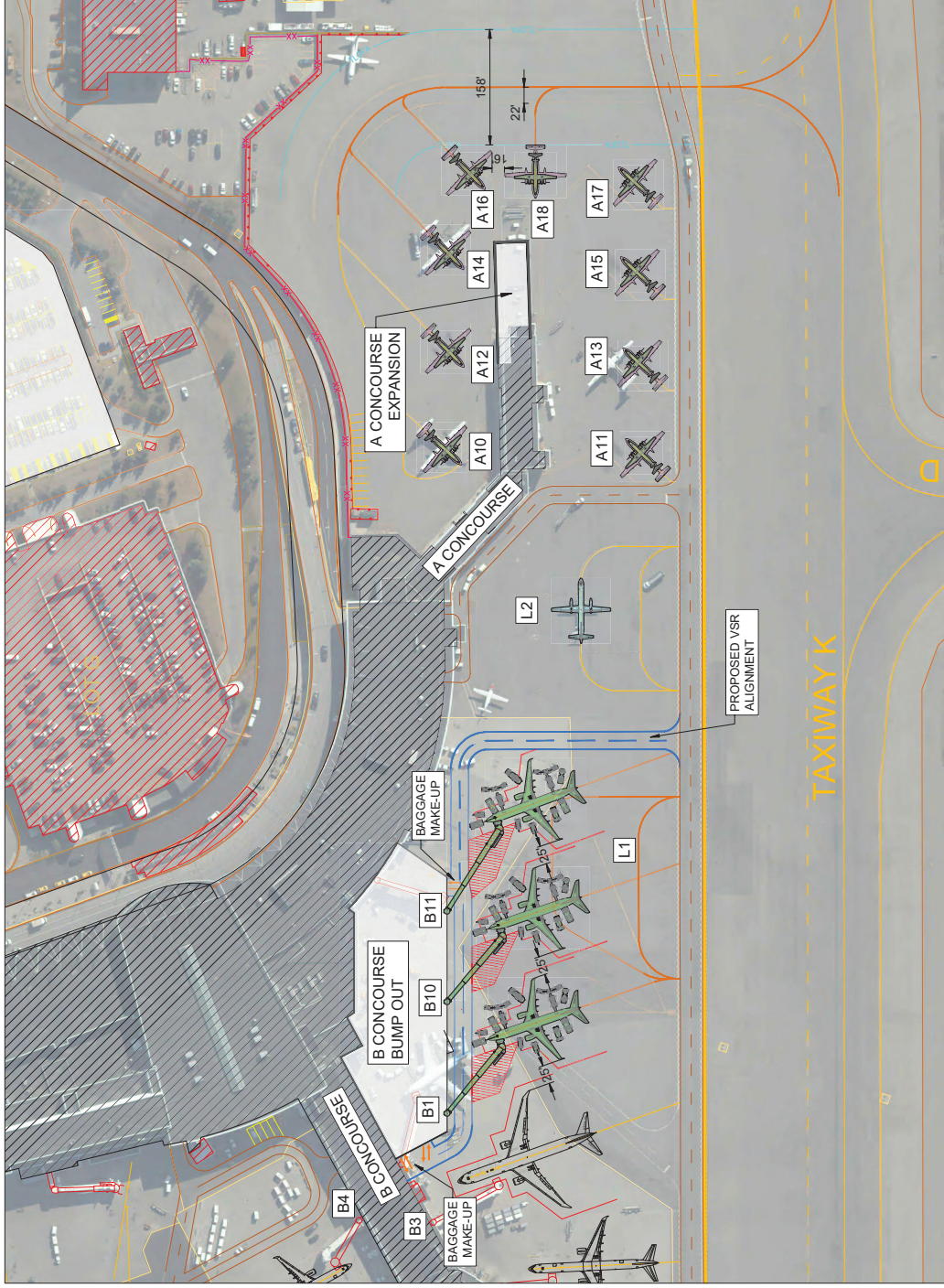




PAL 1: 3M Annual Enplanements

Legend

- Existing Taxiway
- Future Taxiway
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 400 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



PAL 1: 3M Annual Enplanements

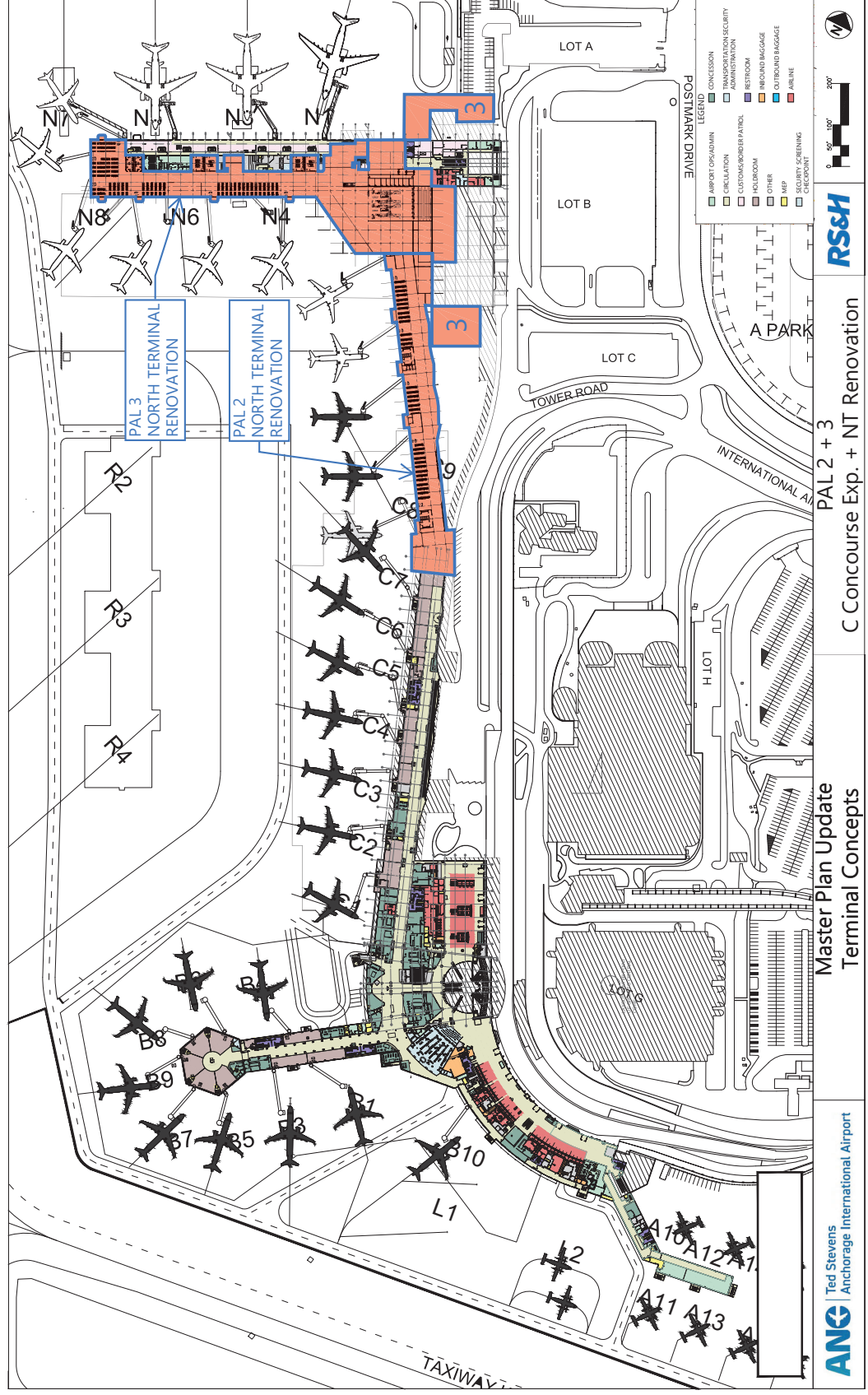
Legend

- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)

ANC MASTER PLAN Preferred Terminal Alternative Overview

PAL 2/3

ANC



ANC MASTER PLAN Preferred Terminal Alternative Overview

C Concourse Expansion

ANC

PAL 2: 3.4M Annual Enplanements

- **Additional Area:** 120,900 SF
- **Additional Gates:** +2 Jet Gates
- **Total Cost:** \$226.4M - \$277M



ANC MASTER PLAN Preferred Terminal Alternative Overview

North Terminal Expansion

ANC



PAL 3: 4.1M Annual Enplanements

- **Additional Area:** 146,000 SF
- **Additional Gates:** +9 Jet Gates*
- **Total Cost:** \$366.2M - \$447.7M

*While there are 8 existing gates at the North Terminal, the building lacks the passenger facilities for the gates to be usable for domestic jet operations. The North Terminal Expansion Alternative provides expanded hold rooms, concessions, and passenger processing facilities which enables the North Terminal gates to function at the same Level of Service as the B and C Concourse gates. Therefore, 9 jet gates (6NB+3WB) become usable for domestic jet operations because of the North Terminal Expansion Alternative.

Rough Order of Magnitude (ROM) Cost Summary

	A CONCOURSE EXPANSION	B CONCOURSE EXPANSION	C CONCOURSE EXPANSION	NORTH TERMINAL EXPANSION
Construction Items	\$11.4M - \$14.0M	\$122.1M - \$149.4M	\$132.7M - \$162.3M	\$190.6M - \$233.0M
Soft Costs	\$9.0M - \$11.1M	\$81.8M - \$100.0M	\$93.7M - \$114.7M	\$175.6M - \$214.7M
Total Cost	\$20.4M - \$25.1M	\$203.9M - \$249.4M	\$226.4M - \$277.0M	\$366.2M - \$447.7M

A CONCOURSE + B CONCOURSE TOTAL		C CONCOURSE + NORTH TERMINAL TOTAL	
Total Cost	\$224.3M - \$274.5M		\$592.6M - \$724.7M

- Costs include vertical building work and apron civil work.
- Contingency included to account for planning-level ROM cost.
- Soft costs include design, permitting, and construction administration.
- Costs escalated to 2027 dollars.



	NEW PARKING GARAGE ATCT SITE	NEW PARKING GARAGE LOT F SITE	LOT EXPANSION PARK, RIDE & FLY	NEW SURFACE LOT EAST AIRPARK
Stall Count	1,200	1,200	220	700
Net Stall Count	1,200	885	220	700



Rough Order of Magnitude (ROM) Cost Summary

	NEW PARKING GARAGE ATCT SITE	NEW PARKING GARAGE LOT F SITE	LOT EXPANSION PARK, RIDE & FLY	NEW LOT IN EAST AIRPARK
Construction Items	\$112.5M - \$137.6M	\$115.8M - \$141.6M	\$5.1M - \$6.4M	\$17.2M - \$21.1M
Soft Costs	\$45.4M - \$55.6M	\$46.7M - \$57.2M	\$2.0M - \$2.6M	\$5.3M - \$6.6M
Total Cost	\$157.9M - \$193.2M	\$162.5M - \$198.8M	\$7.1M - \$9.0M	\$22.5M - \$27.7
Net Stall Count	1,200	885	220	700
Cost/Stall	\$132K * - \$161K *	\$184K * - \$225K *	\$32K * - \$41K *	\$32K * - \$40K *

* Indicates Per Stall

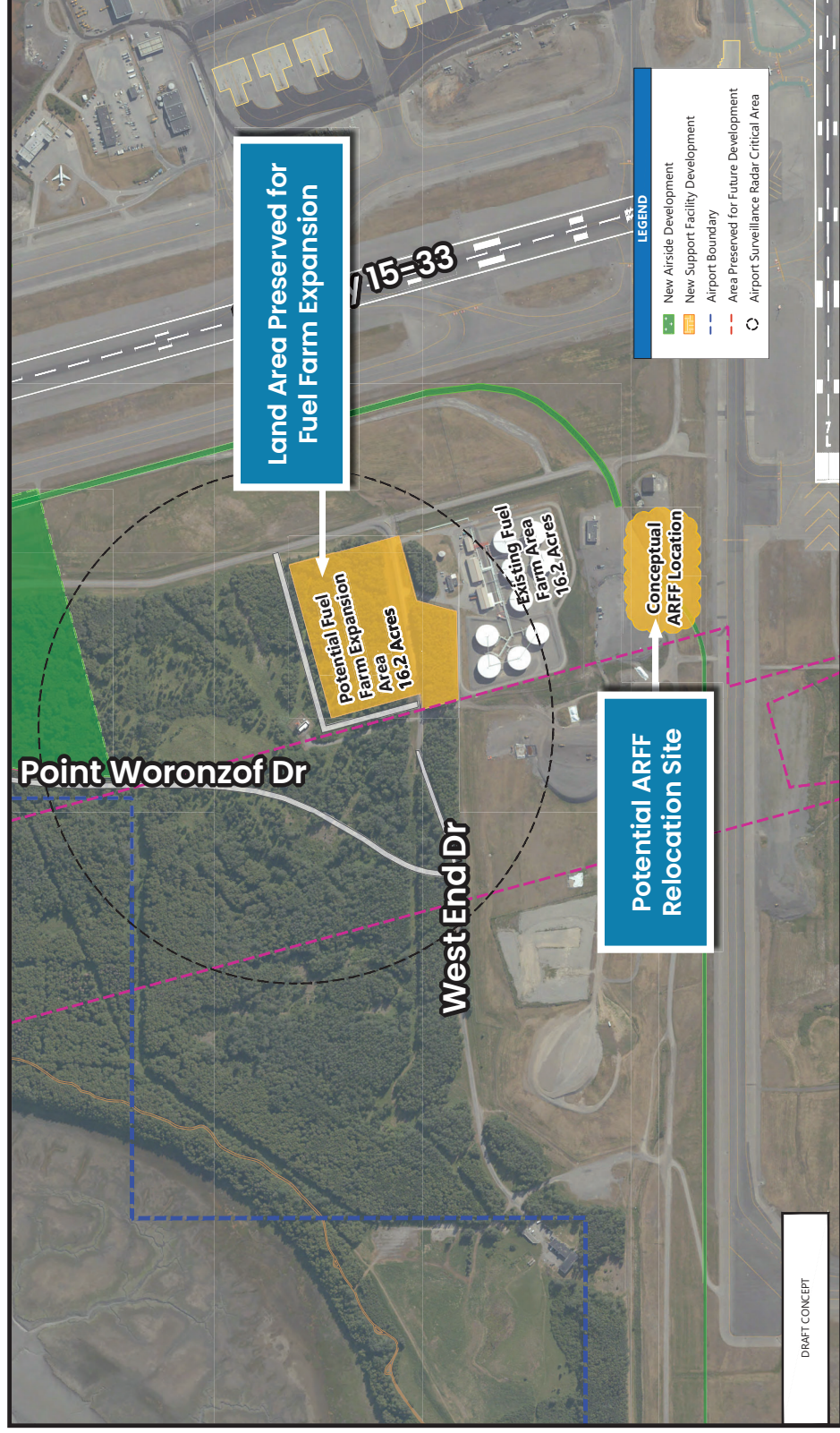
- **Parking garage construction costs (prior to soft costs) assume \$75,000/stall.**
- **Contingency included to account for planning-level ROM cost.**
- **Soft costs include design, permitting, and construction administration.**
- **Costs escalated to 2027 dollars.**



Support Facilities

Preferred Support Facilities
Alternative





COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update FAQ

The logo for Ted Stevens Anchorage International Airport (ANC) features the letters "ANC" in a bold, white, sans-serif font. To the right of the letters is a stylized white arrow pointing to the right, which also forms part of the letter "C". The logo is set against a dark blue background.

- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

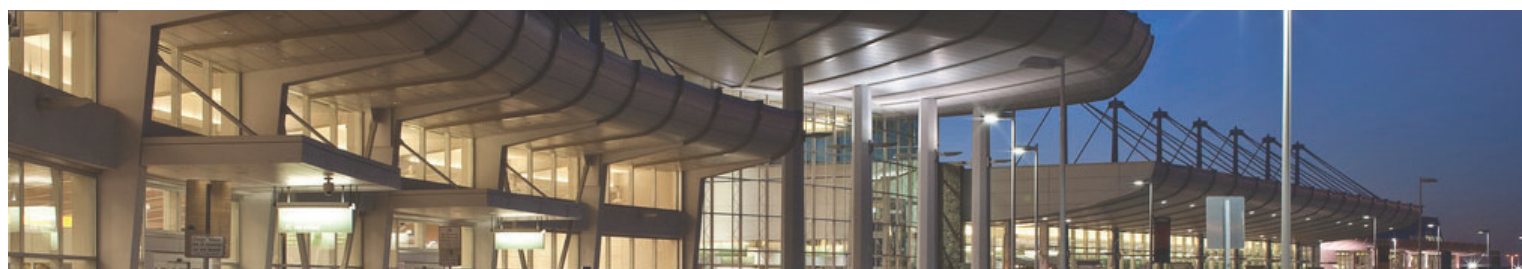
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

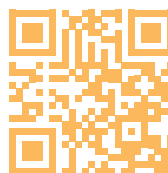
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



Contact

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RS&H, Inc.
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Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) needs a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration (FAA) requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.

Schedule

The Master Plan Update is anticipated to take roughly 28 months to complete, starting in September 2022 with a final completion date of December 2024.

The schedule may change. The best way to stay up to date is to sign up for email updates.

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Goals

Goals that guide the Master Plan Update include:

1. Safety
2. Efficiency
3. Environmental Sustainability
4. Fiscal Sustainability
5. Land Management
6. Communication
7. Resilience
8. Objectives

Public Involvement Program

In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions and that public input will help make the Master Plan Update a success.

Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.



Contact

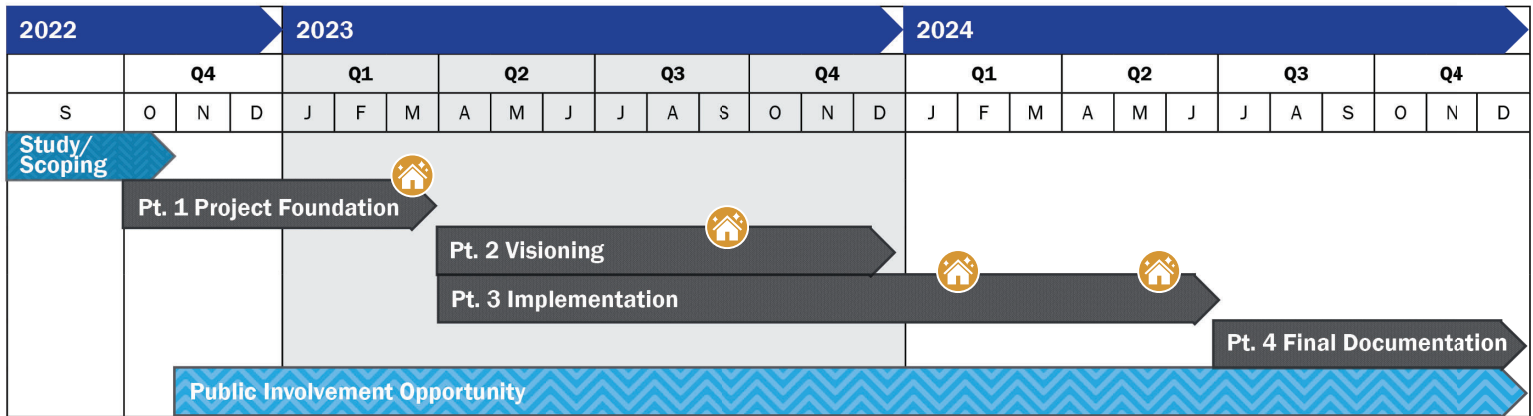
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Katherine Wood, Public Involvement Lead
HDR, Inc.
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Ted Stevens Anchorage International Airport Master Plan Update

Project Schedule

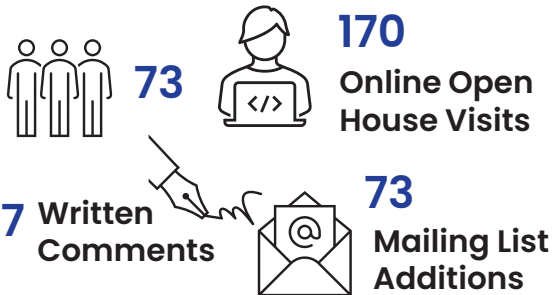
ANC



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.

Public Meeting # 1: May 2023

Attendees



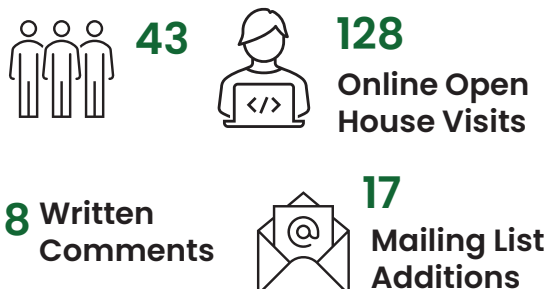
Public Meeting # 2: September 2023

Attendees



Public Meeting # 3: February 2024

Attendees



Public Meeting # 4: May 29, 2024

We Are Here



JOIN OUR ONLINE OPEN HOUSE

May 29 - June 12, 2024 to view all the materials presented at the public meeting.



Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



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- Fill out our comment form online.
- Call the project hotline at 907-268-3106



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Form



Email



Attachment C

Email Blasts

Email #1 Announcement – Join Us

Email One-Week Reminder – Next Week

Email Public Meeting and Online Open House Reminder – Today

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Anchorage Airport Master Plan Update Public Meeting Notice

Ted Stevens Anchorage International Airport (ANC) Master Plan Update: Notice of Final Public Meeting and Online Open House – Preferred Alternatives

ANC is holding a fourth and final public meeting and online open house to present the preferred alternatives for the ANC Master Plan Update. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com.



Public Meeting Details

Date & Time

Wednesday, May 29, 2024

5:30 - 7:30 PM

Presentation at 5:45 PM

Location

Coast Inn at Lake Hood

Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65



Online Open House Details

Visit us during our online open house to view the materials from May 29 to June 12, 2024 at www.ancmpuonline.com.



Questions or comments?

Katherine Wood,
Public Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com

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ALASKA NEWS

Permanent Fund board holds heated meeting after publication of emails raising concerns about board's vice chair

Alex DeMarban
Anchorage Daily News

The Alaska Permanent Fund trustee board held a special meeting Wednesday to discuss security issues after a series of internal staff emails were made public. In the emails, published by the Alaska Landmine website late last month, the fund's chief investment officer raised concerns about what he described as the vice chair's "conflicts of interest."

The meeting quickly led to tense exchanges between trustees about board member behavior. The board also raised concerns about staff morale and the fund's reputation and trustworthiness.

The board sets policy for the \$80 billion fund, one of the world's largest sovereign wealth funds. The fund pays the state's annual dividend to Alaskans and provides about half the state's general fund revenues. The concerns raised by Marcus Frampton in the emails involving Vice Chair Ellie Rubenstein, co-founder of the Manna Tree Partners private equity firm and daughter of David Rubenstein, who is co-founder of the Carlyle Group, one of the world's largest private equity funds, Ellie Rubenstein's mother is Alice Rogoff, who purchased the Anchorage Daily News in 2014, changed its name to Alaska Dispatch News and owned the company until it filed for bankruptcy protection in 2017.

Frampton said in the emails that Rubenstein has made "dozens upon dozens" of referrals of investment managers to staff, some involving investors or businesses with ties to her private equity firm or her father's company. She has attempted to have one Permanent Fund employee fired after the employee displeased her father and has said some of the fund's asset classes need to be managed by different personnel, according to Frampton's emails. Frampton also said in the emails that staff has at times held meetings that Rubenstein helped organize, though managers have not altered investments in response.

Rubenstein has said in prepared statements that she follows all the fund's ethical rules, and it's "appropriate and valuable" to introduce Permanent Fund staff to investment firms. She called the publication of the emails "disturbing" and a "breach of policy and trust."

Rubenstein was appointed to the board two years ago by Gov. Mike Dunleavy.

During the roughly 45-minute public portion of the meeting, Rubenstein did not participate in the discussion among trustees or provide a statement. The meeting was attended by all six trustees.

The board met in executive session for close to two hours. Chair Ethan Schutt said in the meeting after the executive session that there was no external IT breach at the fund.

"Other concerns are under consideration by the board, and we're considering a series of governance reforms as a board that we will address in further public meetings," he said. The issues include IT, trustee interactions and information trustees provide, as well as relations between staff and trustees, Schutt said.

It isn't clear how the Landmine acquired the emails.

During the meeting's public discussion, trustee Craig Richards, the longest-serving trustee and one originally appointed by former Gov. Bill Walker, said he assumed the ethical allegations against Rubenstein would be handled through the state's ethics process.

Richards said that he's less concerned about the publication of the emails than he is about the overall behavior of the board. He did not provide names of trustees he was referring to.

He said the behavior has created an atmosphere where employees are in "cover yourself" mode, which he asserted led to the emails being published by the Landmine. Trustee Jason Brune replied that those were "pretty strong allegations."

He pressed Richards to clarify. Richards said over the last two years or so, he has witnessed a large increase among some trustees in the number of referrals to staff involving outside investment managers and potential investments, he said.

"It just increased in volume to a point that staff is obviously feeling uncomfortable," said Richards. "And that's been communicated, yet the behavior still occurred."

He said some trustees have increased their "direct communications with staff at a level we've never seen before."

"And I think that that, again, is having some negative consequences in the sense that it's making some of the managers feel a little undermined," Richards said.

He said discussions are taking place behind closed doors in ways that didn't used to happen.

Also, there have probably been "some indirect threats ... around people in a way that they're beginning to feel threatened around their employment or the status of the company, which is why we're seeing leaks," he said.

Richards said he believed that the board must discuss the need for policy changes that would better define board behavior.

Potential policy changes related to "the handling of confidential information" also needed to be discussed, Richards said.

Trustee said he's "not familiar with any of that at all."

Richards said he didn't want to "point fingers."

Brune said Richards was pointing fingers.

"I have followed the process," said Brune, appointed to the board last year by Dunleavy. "I have not gotten together with folks behind closed doors outside of the Open Meetings Act. And I think that those allegations are pretty serious allegations. Trustee Richards. And as for threats to staff, absolutely not."

Frampton in his emails indicated that Ellie Rubenstein had attempted to arrange meetings between investment managers seeking to do business with the fund and Permanent Fund staff.

Britt Harris, an adviser to the fund as a member of the board's investment advisory group, spelled out what he described would be the right approach in those situations. Harris provided his view of the email release in the public portion of the meeting, at Schutt's request.

Harris, a former chief investment officer for the Teacher Retirement System of Texas, another large wealth fund, said that trustees of wealth funds will receive numerous queries from investment managers who want to do business with the fund.

Harris said that in those situations, trustees need to say "Look, I'll be happy to refer you to the investment team, but you need to understand that I have nothing to do with the selection of investment managers."

The trustee should then document that they referred an investment manager to the fund's investment team, he said.

"That's a professional way of handling things and it's just the way things have to operate on the investment team side," Harris said.

Harris said it is "absolutely essential" that the board of trustees conveys competence and total commitment to the fund, he said. It's also critical that collaboration between the board and the fund's investment team "conveys trust to the outside world. And it needs not just to convey trust, but actually be trustworthy," he said.

As for the way the emails were made public, Harris said, that appears to be "a major policy violation."

More than 60 people took part in the meeting, which was held virtually. At the meeting, Schutt also read three comments from the public that he said the board had received about the issue.

Two called for Rubenstein's removal or resignation. A third expressed anger with the board involving a lack of transparency.

State law says the governor can remove a public board member "only for cause."

Dunleavy said in a press conference last week that the issue involving Ellie Rubenstein is a matter for the Permanent Fund board to address internally.

CORRECTIONS

Anchorage Daily News promptly acknowledges and corrects factual errors. If you see one, please call our editors at 257-4301.



A sign for Hilcorp Alaska is seen on an office building in Midtown Anchorage on March 30, 2023.

LOREN HOLMES / ADN archive March 2023

ALASKA LEGISLATURE

Alaska Senate panel strips \$100M tax increase on Hilcorp from carbon storage bill

Sean Maguire
Anchorage Daily News

JUNEAU — The Senate Finance Committee has removed a provision from a carbon sequestration bill that would have raised state taxes on oil company Hilcorp, the operator of Prudhoe Bay.

House Bill 50 was introduced by Gov. Mike Dunleavy last year so the state could lease depleted gas reservoirs in Cook Inlet to store carbon dioxide deep underground. The bill was amended Friday in the Senate Resources Committee with the provision affecting Hilcorp.

As a privately owned oil and gas company, Hilcorp — which produces more than 90% of Cook Inlet natural gas — does not pay corporate income tax to the state. A senior executive at Hilcorp Alaska sent an email to the heads of the Railbelt electric utilities Sunday warning that higher taxes could lead the company to significantly change its investment decisions and its existing natural gas contracts.

The Senate Finance Committee on Wednesday unveiled a new version of the carbon sequestration bill before an assembled audience of oil industry allies and representatives. The Hilcorp provision was gone.

Sitka Republican Sen. Bert Stedman said the committee had "peeled back" the bill to focus on the carbon storage proposal. He said that was due largely to timing with one week left in the legislative session. Provisions to regulate gas storage and to allow natural gas reserves to be used to secure loans were also removed. But Stedman said they could all be added back to the final bill.

The Alaska Department of Revenue estimated last year that applying corporate income taxes to Hilcorp could net the state well in excess of \$100 million per year. Supporters of the Hilcorp tax hike say it is unlikely to be revived and pass into law this year.

Sen. Bill Wielecowski, D-Anchorage, said he was not surprised the provision had been stripped out. He said the threats made by Hilcorp about Cook Inlet's natural gas supply were "intimidation."

"It's outrageous what they're doing," Wielecowski said Monday. "Holding Alaskans hostage for their corporate tax breaks."

Anchorage Republican Sen. Cathy Giesse had also supported the tax hike on the Texas-based operator. She said it was "not unexpected" that the provision had been removed after a pressure campaign from Hilcorp. "They're really got us over the barrel," she said.

Legislators said the governor had made it clear that he opposed the proposed Hilcorp tax increase, and that it could be a deal breaker for him signing the carbon storage bill. Spokespeople from Dunleavy's office did not respond to a request for comment.

In response to the addition of the Hilcorp provision, the House Rules Committee scheduled a rare meeting on Thursday. The committee usually just schedules which bills are heard on the House floor. But the Thursday meeting listed 14 Senate measures that could be amended by the committee.

After the Hilcorp provision had been removed, Anchorage GOP Rep. Craig Johnson said the planned hearing was no longer needed. Johnson, who chairs the committee, said Wednesday that the message was "very clearly" understood by the Senate.

"We will not allow good policy to die on the last day of the session," he said.

HB 50 still has a provision intended to block oil and gas companies that receive federal tax credits from deducting carbon sequestration expenses from their oil production taxes. The revised bill has not yet been scheduled for its next hearing in the Senate Finance Committee.

ANC

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Final Public Meeting and Online Open House #4



WHAT IS BEING PLANNED?

ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives were presented at the previous public meeting in February 2024, and the Airport has selected its preferred alternative.



WHY THIS PUBLIC NOTICE?

This notice is to inform you about this public meeting and open house. One in-person meeting and a 2-week online open house will be held to inform the public of the preferred alternative.



WHERE DO YOU COME IN?

Attend our in-person public meeting and visit our online open house. Come listen to our presentation, attend the open house after, and talk with the project staff working on the ANC Master Plan Update. Contact the project team!

Meeting Details

info@ancmpu.com



DATE & TIME

Wednesday, May 29, 2024 from 5:30 to 7:30 p.m.
Presentation at 5:45 p.m.



LOCATION

Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue, Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65



ONLINE MEETING

Visit us online to view project materials from May 29 to June 12, 2024, at www.ancmpuonline.com.

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Gene Horner salutes as a casket is moved toward the committal shelter at Fort Richardson National Cemetery on Sept. 21, 2017. Horner's mission is to ensure that a live bugler, not a recording, plays at each veteran's funeral who requests it.

FROM PAGE A1

GENE HORNER

Gene's bugle have paid honors to the lives of thousands of other veterans. Now those same notes will honor him," Leskowat said.

Horner, a Vietnam War veteran, was a bugle and trumpet player for the Army's 4th Infantry Band. After active duty, he moved to Alaska in 1970 and later built a career as a piledriver. As a trumpeter, he was a mainstay member of the Mat-Su Concert Band.

"That's my outlet. I'm a mediocre trumpet player, and I can hold my own down on third trumpet," he said in 2017. "I mean, I love to play."

Horner, of Palmer, said in the 2017 Anchorage Daily News story that his mission to honor veterans grew after he attended the funeral of a World War II vet in 1999. When he realized the Army band wasn't there, he asked permission to sound taps himself. Virginia Walker, longtime director of Fort Richardson National Cemetery, invited him to return for many years.

"I play right to the family. (That) is where my heart is going. And it doesn't matter if there's two people here or if there's 200 people here. It's the same thing," he said in 2017.

His obituary said he supported 100 to 300 funerals a year. Walker, who attended Tuesday's graveside service, estimated Horner was called on more than a thousand times for burials and other ceremonies, not just at Fort Richardson National Cemetery but at other locations around Alaska. She said she would try to repay his kindness with snacks and baked goods.

"We did everything we could just to make it a pleasant experience for him, because he was just so great to us," Walker said.

Duane Mendenhall, the current director of Fort Richardson National Cemetery, said Horner supported several ceremonies in the months prior to his death.

Horner is survived by Priscilla Horner, his wife of 53 years, and his son, Jack Horner. After the ceremony, Jack Horner said the day had been a reminder of the number of lives his father touched, not just in military circles but in recovery, music and church communities.

Jack Horner said his family had a saying: "Keep calm and call Grandpa."

"Whenever we needed something, we could call him and know that he would be over with a hammer, a helping hand, a word," Jack Horner said. "And what I didn't realize was that was true for so many more people than just our family."

Horner's death came after an injury from a fall, Jack Horner said. An outpouring soon followed.

The Mat-Su Concert Band concluded its May 4 performance in Horner's memory. Buglers Doug Scheaffer and Hank Hartman sounded "Echo Taps," a variation on the taps tradition in which buglers stand at a distance from each other for sonic effect. An audience of nearly 250 people stood in silent tribute, many placing their hands on their hearts.

Before Tuesday's ceremony, Sgt. Josh



Priscilla Horner is presented with the flag that covered the casket of her husband Gene Horner at Fort Richardson National Cemetery on Tuesday. For 25 years, Horner volunteered to sound taps at ceremonies honoring veterans. Horner died May 1.



Chaplain Michael Leskowat speaks at a burial ceremony Tuesday for Gene Horner at Fort Richardson National Cemetery.

Hernandez of the Army's 11th Airborne Division Band said he volunteered to sound taps for a man he had met several times. He said he found Horner easy to talk to. Hernandez, 32, said he envisions carrying on his own mission to sound taps

even after his active duty days are over.

"At least on me, (Horner) left a lasting kind of impression on the importance of this ceremony and providing honors," Hernandez said.

Hernandez sounded taps from a

walkway outside the pavilion, raindrops beading on his bugle, beginning moments after an Army honor guard fired volleys.

"I don't see a reason why I would stop doing it, Hernandez said. "I want to do it as long as I can."

FROM PAGE A1

ENERGY

Rather, they spoke about carbon sequestration and renewable energy possibilities as means for lowering Alaskans' energy bills and attracting additional investment in the state — including from carbon emitters like oil and gas companies.

"We need to make sure that our industries, our oil base, can stay competitive," said Sen. Bert Stedman, a Sitka Republican who accompanied Dunleavy onstage at the conference to speak about legislation passed earlier this month.

When Alaska-based oil producers "try to sell their oil, the buyers are now looking at the carbon footprint," Stedman added. "We want to make sure that our partners in Prudhoe Bay and all the other oil fields are competitive in that market, or we're going to be punished by having a harder time selling it and probably lower prices."

For three years, Dunleavy has convened the annual conference to address renewable energy. He has used the platform to tout his efforts to promote carbon offsetting — keeping

trees standing on state land to raise revenue from companies seeking to reduce their carbon footprint — and carbon sequestration — injecting carbon deep underground — to entice investment in Alaska even as some oil and gas companies increasingly shy away from new development in the Arctic.

The state has yet to begin selling carbon offsetting credits, and carbon sequestration legislation has not been transmitted to the governor for his signature. But Dunleavy said Wednesday that Alaska's carbon storage capacity "is absolutely significant."

Twenty-four states have adopted greenhouse gas reduction targets. Alaska is not one of them, and at the conference, Dunleavy reiterated that he had no intention of developing such a target.

In a speech to conference attendees, Dunleavy said Tuesday that he's "agnostic as to the electron."

"Within the energy sphere, there's a lot of people that focus on reducing or eliminating carbon. My focus is on providing the cheapest electricity possible to Alaskans so that we can afford to live here, we can afford to bring industry

here. In that process, I do think we're going to minimize carbon with our carbon capture and our carbon offsets and technology as we go into the future," Dunleavy said.

"We can't afford to pick and choose what energy sources we're going to use," said Dunleavy. "We need all of it, and we need it as soon as possible."

Dunleavy's views are in line with those of Republicans nationally, according to a recent study from the Pew Research Center that found few Republicans see climate change as a top priority for the country, but many support some proposals to address climate change — including developing carbon capture technologies.

The governor was joined at the conference by a bipartisan group of 15 lawmakers, all of whom had recently supported the energy bills that Dunleavy celebrated. Despite disagreements with lawmakers earlier in the session, Dunleavy struck a celebratory tone when speaking about the Legislature.

"The work that they did this year and the work that they'll do in the years to come will absolutely transform this state," he said. "I

think what happened this year bodes well for next year, the year after, with regard to our ability to work together to get some important bills passed in our House and our Senate."

Rep. Will Stapp, a Fairbanks Republican, said he is skeptical of some of the Dunleavy-backed carbon policies, including sequestration and offsetting, but that the legislation laid a framework for moving "in a positive direction."

"What does that look like? To me, that looks like the ability to move the cheapest electron up and down the Railbelt system, no matter where it comes from, no matter how it's generated, to the consumer at the cheapest rate possible."

House Minority Leader Calvin Schrage, an Anchorage independent, said in an interview that climate change is "one of the major issues facing our generation" but talking about renewable energy in terms of economic benefits was to "meet people where they're at."

"It's kind of hard to worry about the climate when you're not able to afford groceries or to heat your house or anything else related to energy," said Schrage.

Alaskans are "feeling the cost of energy more than they're feeling the impacts of climate change."

"We need to do things in a cleaner, more renewable

Ted Stevens Anchorage International Airport (ANC) Master Plan Update
Final Public Meeting and Online Open House

***** PUBLIC MEETING REMINDER *****

DATE & TIME
May 29, 2024
5:30 to 7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502
Anchorage People Mover Bus
Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from May 29 to June 12, 2024, at www.ancmpuonline.com.

For full meeting details, visit the project website at www.ancmpu.com

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Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Final Public Meeting and Online Open House

WHAT IS BEING PLANNED?

ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives were presented at the previous public meeting in February 2024, and the Airport has selected its preferred alternative.

WHY THIS PUBLIC NOTICE?

This notice is to inform you about this public meeting and open house. One in-person meeting and a 2-week online open house will be held to inform the public of the preferred alternative.

WHERE DO YOU COME IN?

Attend our in-person public meeting in Anchorage and visit our online open house. Come listen to our presentation, attend the open house after, and talk with the project staff working on the ANC Master Plan Update project. Contact the project team!

MEETING DETAILS

Date & Time

Wednesday, May 29, 2024, from 5:30 to 7:30 p.m.

Presentation at 5:45 p.m.

Location

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue, Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Meeting

Visit our online at www.ancmpuonline.com from May 29 to June 12, 2024, to view project materials.

Join our mailing list for project news and updates: www.ancmpu.com.

Pub: May 9, 2024

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PUBLIC NOTICE

Alaska CNG, LLC, Mustang Cama' NG Service Line Private Non-Exclusive Easement

The Alaska Department of Natural Resources, Division of Oil and Gas (DOG) received an AS 38.05.850 easement application on April 21, 2024, from Alaska CNG LLC requesting a non-exclusive private easement authorization to construct and operate the proposed Mustang Cama' NG Service Line. The proposed easement will be adjudicated under AS 38.05.850. The Division is providing public notice and an opportunity to comment.

Applicant: Alaska CNG LLC (see application for contact information)

Project ID: AGL 222330

Location: see application

Project Description:

Alaska CNG LLC is requesting a non-exclusive easement authorization to construct and operate a four-inch diameter gas line from the Mustang Pad to the Cama' pad on the North Slope. A trench will be opened in the road, and the fuel gas line will either be buried in the road prism, or just below the road prism in the underlying tundra. The line will originate on the Mustang Pad in the Southern Milwauvec Unit and head east within the Mustang Road, then will turn and run southwest towards its terminus on the Cama' pad. Alaska CNG LLC is requesting the authorization of a construction easement measuring 5 miles long and 20 feet wide, with a total area of 13.33 acres. Following construction, this would result in an operational easement measuring 5.5 miles long and 5 feet wide, with a total area of 3.33 acres. The purpose of this project is to provide fuel gas for Cama' pad. Construction is planned to begin July 1, 2024, and end by September 30, 2024.

The application package is available for review at the Division's Permitting Section, 550 West 7th Avenue, Suite 1100, Anchorage, AK 99501, or online at <http://dog.dnr.state.ak.us/newsroom>. Please send comments to the Division by email to dog.permitting@alaska.gov or by regular mail to the Division. All comments must be in writing. A copy of the final decision will be sent to any person who provides written comments. An eligible person affected by the decision may appeal or request the commissioner's reconsideration in accordance with 11 AAC 02.

All comments must be received by the comment deadline: 4:30 pm, Alaska Standard Time, June 9, 2024.

The Department of Natural Resources complies with Title II of the Americans with Disabilities Act of 1990. This notice will be made available in alternative communication formats upon request. Individuals with disabilities who may need auxiliary aids, services, or special modifications to participate may contact the address above or call 907-269-8411.

AD 24PE-10-061

Pub: 5/9, 5/29/2024

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NOTICE OF PROPOSED CHANGES IN THE REGULATIONS OF THE STATE MEDICAL BOARD TO STREAMLINE LICENSURE REQUIREMENTS FOR PHYSICIANS

The State Medical Board (Board) proposes to adopt regulation changes in Title 12, Chapter 40 of the Alaska Administrative Code, eliminating redundant requirements for licensure for physicians, including the following:

1. Article 1 - Licensing, is proposed to amend the regulations to remove the requirements for original letters of verification of hospital privileges, federal Drug Enforcement Administration (DEA) clearances, and American Medical Association (AMA) or American Osteopathic Association (AOA) Physician Profiles for both initial licensure and renewals. This will simplify and expedite the current licensure process for physicians. To replace these requirements, the Board proposes regulations to require disclosures, statements, and attestations from the applicant regarding disciplinary actions taken against the applicant and revoked or restricted DEA registration information.

You may comment on the proposed regulation changes, including the potential costs to private persons of complying with the proposed changes, by submitting written comments to Stefanie Davis, Regulations Specialist, Division of Corporations, Business and Professional Licensing, P.O. Box 110806, Juneau, AK 99811-0806. Additionally, the Board will accept comments by facsimile at (907) 465-2974 and by electronic mail at RegulationsAndPublicComments@alaska.gov. Comments may also be submitted through the Alaska Online Public Notice System by accessing this notice on the system at <http://notice.alaska.gov/215533>, and using the comment link. The comments must be received not later than 4:30 p.m. on June 11, 2024.

You may submit written questions relevant to the proposed action to Stefanie Davis, Regulations Specialist, Division of Corporations, Business and Professional Licensing, P.O. Box 110806, Juneau, AK 99811-0806 or by e-mail at RegulationsAndPublicComments@alaska.gov. The questions must be received at least 10 days before the end of the public comment period. The Board will aggregate its responses to substantially similar questions and make the questions and responses available on the Alaska Online Public Notice System and on the Board's website at <https://www.commerce.alaska.gov/web/cpr/ProfessionalLicensing/StateMedicalBoard.aspx>.

If you are a person with a disability who needs a special accommodation in order to participate in this process, please contact Stefanie Davis at (907) 465-2974 or RegulationsAndPublicComments@alaska.gov not later than June 4, 2024 to ensure that any necessary accommodations can be provided.

A copy of the proposed regulation changes is available on the Alaska Online Public Notice System and by contacting Stefanie Davis at (907) 465-2974 or RegulationsAndPublicComments@alaska.gov, or at <https://www.commerce.alaska.gov/web/portals/5/pub/MED-1223.pdf>.

After the public comment period ends, the Board will either adopt the proposed regulation changes or other provisions dealing with the same subject, without further notice, or decide to take no action. The language of the final regulations may be different from that of the proposed regulations. You should comment during the time allowed if your interests could be affected.

Statutory Authority: AS 08.01.062; AS 08.01.063; AS 08.01.100; AS 08.04.100; AS 08.04.101; AS 08.04.180; AS 08.04.190; AS 08.04.200; AS 08.04.205; AS 08.04.209; AS 08.04.210; AS 08.04.225; AS 08.04.240; AS 08.04.250; AS 08.04.255; AS 08.04.275; AS 08.04.279; AS 08.04.313

Statutes Being Implemented, Interpreted, or Made Specific: AS 08.04.100; AS 08.04.101; AS 08.04.180; AS 08.04.190; AS 08.04.200; AS 08.04.205; AS 08.04.209; AS 08.04.225

Fiscal Information: The proposed regulation changes are not expected to require an increased appropriation.

For each occasion regulated under the Division of Corporations, Business and Professional Licensing, the Division keeps a list of individuals or organizations who are interested in the regulations of that occupation. The Division automatically sends a Notice of Proposed Regulations to the parties on the appropriate list each time there is a proposed change in an occupation's regulations in Title 12 of the Alaska Administrative Code. If you would like your address added to or removed from this list, send your request to the Division at the address above, giving your name, either your e-mail address or mailing address (as you prefer for receiving notices), and the occupational area in which you are interested.

DATE: 5/9/2024

by Stefanie Davis, Regulations Specialist, Division of Corporations, Business and Professional Licensing

Pub: May 9, 2024

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Kiewit is soliciting subcontractor bids and material quotes from subcontractors and suppliers, including all types of qualified small businesses and Disadvantaged Business Enterprises concerns for the following project:

Port of Nome Modification Phase 1

Nome, AK

U.S. Army Engineer District, AK

Quotes Due: May 22, 2024, 2:00 PM (AKDT)

Bid Date: May 29, 2024 at 2:00 PM (AKDT)

KIEWIT INFRASTRUCTURE WEST CO.

2000 W Int Airport Rd, Ste C6

Anchorage, AK 99502

Contacts:

Scott Fowlds: PH (907) 222-9350 FAX (907) 222-9380

Kara Guin: PH (360) 693-1478 FAX (360) 693-5582

Email: WW.Estimating@kiewit.com

This project will expand the Port of Nome and extend the West Causeway by approximately 3,500 linear feet into the Deep-Water Harbor. The Alaska includes 2000 feet of Open Coat Sheet Pile (OCSP) dock face, fender piles combined with floating fendering along the dock face, construction of fuel, water, sewer, electrical, and telecommunications system upgrades, and incidental related work. FAR 52.222-33 Applies to this project. Offerors are required to negotiate or become a party to a Project Labor Agreement and subcontractors are required to become a party to the resulting project labor agreement.

Plans and Specifications are available from the PIEE Solicitation Module website at: <https://piee.ed.mil/solixhtml/unauth/index.shtml> via Solicitation Number Search WP1182CAR010.

Services and supplies being solicited include: Ballards, Cathodic Protection, Cargo Operations, Cement, Concrete, Concrete Aggregates, Crust/Surfacing, Electrical Construction, Refractory, Fenders, Fuel, Fuel System upgrade, Naval Architect, Marine Terminal Monitoring, Rebar, Shovel/Pile, Site, Steel Fabrication, Survey, SWPPP, Traffic Control, Tug & Barge, Water/Sewer System Upgrades.

In order to assist certified Small Business and Disadvantaged Business Enterprises contractors and suppliers, where feasible Kiewit will divide items of work into smaller tasks or quantities which will permit maximum practicable opportunity of Small and Disadvantaged Businesses.

All subcontractors and material suppliers are required to execute our standard "Subcontract Agreement" or "Material Contract." We require 100% Performance and Payment, or Supply Bonds. If you have questions regarding these contract agreements, please contact us for a copy. Kiewit will assist in obtaining bonding and lines of credit as required.

We are an Equal Opportunity Employer

Pub: Mar. 24,25,28, Apr. 1, 4, 7, 8, 11, 14, 15, 18, 21, 22, 25,28, 29, May 2, 5, 6, 9, 12, 13, 16, 19, 20/2024

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NOTICE TO PROPOSERS

NOTICE is hereby given that sealed proposals will be received by:

North Slope Borough Port Authority Department

Attn: Carolyn Thompson, Project Administrator

Port Authority Office Location: 1402 Nachik Street Utqiagvik, AK 99723

The project title: "ASTAR Sand & Gravel Survey - Helicopter Rental & Fuel Purchase" your vendor/firm's name, the words "Seal Enclosed", bid date and name of Project Administrator must appear on the outside envelope of all bids in accordance with the North Slope Borough Municipal Code § 2.36.080 (a). Proposers are responsible for the timely delivery of proposal to the address listed above. Bids will be received until May 15, 2024, local time 3:30pm AKST, for Helicopter Rental Services and Fuel Purchase as described more completely in the Request for Proposals (RFP) entitled ASTAR Sand & Gravel Survey - Helicopter Rental & Fuel Purchase.

Proposals will be opened and publicly read aloud names of those firms/contractors who submitted proposals at 4:00 p.m. at the Port Authority conference room at the above address. Please be advised that the United States Post Office (USPS) does not make deliveries to physical addresses. If using USPS, items may be sent to our mailing address: P.O. Box 69, Utqiagvik, Alaska 99723, addressed to the North Slope Borough Port Authority Department attention to Carolyn Thompson, Project Administrator, with the sealed bid envelope inside of the mailing envelope. However, you are still responsible for ensuring your bid is timely received at the physical address listed above. The North Slope Borough Department of Administration and Finance, Shipping and Receiving Division are authorized to pick up packages that are being sent by commercial airlines to Utqiagvik (Barrow) during their scheduled pickups, please provide airwaybill number to the Project Administrator. Proposals received after the time announced for the bid closing, which will be 4:00 p.m. unless otherwise specified, will not be considered. For further information, email the Project Administrator, Carolyn Thompson at carolyn.thompson@north-slope.org.

Interested parties are responsible to ensure timely delivery of their RFP to the address below. Early submissions are encouraged. Delays due to weather, airline schedules or other unknown variables will not be considered an exception to the deadline requirements. Bids must be submitted to North Slope Borough Port Authority Department, Attn: Carolyn Thompson, Project Administrator, 1402 Nachik Street, Utqiagvik, Alaska 99723. Faxed or emailed bids to any Borough employee or representative will not be accepted. Bids are received when they have been date stamped and time indicated by the Project Administrator or designee.

Interested parties can view and download Bid Documents for this project at no cost from the North Slope Borough Procurement Website at www.north-slope-procurement.com. All potential bidders are required to register as plan holders on the North Slope Borough procurement website in order to receive electronic delivery of project updates and addendums. Last day for submittal questions shall be in writing on or before May 8, 2024 no later than 3:00 pm AKST, directed to Carolyn Thompson, Project Administrator, Carolyn.Thompson@north-slope.org.

The Borough reserves the right to reject any or all proposals and to waive irregularities or informalities in any of the proposals. Each proposal shall be submitted only on the prescribed proposal forms included in this RFP.

Pub: May 5-13/2024

The New York Times

Crossword

Edited by Joel Fagliano No. 0404

ACROSS

1 They're good to know

4 Aft name for a Feb. 14 baby?

7 Pressure mess.

10 Coastal retreat?

13 What was written as "emerged" on early scripts of "The Simpsons"?

14 Dolly, e.g.

15 Specs (sports sweater brand)

16 Baseball Hall-of-Famer Duncanson

17 Landmark legislation of 1972, for short

18 What Scott Joplin might yell after a gig?

20 Org. authorized by the 16th Amendment

21 Hit up

22 Having muscle pain

23 Spot markers

24 Deal with

26 Letters associated with Joseph Smith

31 More piddling

32 Things sometimes lined with bubble wrap

34 Derby participants in July

35 AMC competitor

36 "My gut says..."

37 Subject of this puzzle

38 Soccer

39 "Back" (2004)

40 Kenny Chesney hit

41 Game show host John Michael

42 Bole of

43 Bag

44 Sounds of disapproval

45 Garnish with an...

46 Gave a red card, informally

48 Social stratum

49 Corner of the term "ambivalent music"

50 Famous specification for a 57-Across

51 One part...

52 Out

53 Court hotshot

54 Self-ignites types

55 "The Devil Wears Prada"

56 "You'd better not go there..."

57 "Abbot Elementary" for one

58 Chudnovsky relative

59 Prefix with fix

60 Stephen of "Ivor Novello"

61 Do a simple calculation

62 Member of la familia

63 "Game" (sci-fi classic)

64 Racers' wear

65 Vent feature

66 Mission involving spirit and opportunity

67 Homophone of a body part and a letter

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446 Member of la familia

447 "Game" (sci-fi classic)

448 Racers' wear

449 Vent feature

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576 Racers' wear

577 Vent feature

578 Mission involving spirit and opportunity

579 Homophone of a body part and a letter

580 Tighten the purse strings

581 Do a simple calculation

<

ANCHORAGE DAILY NEWS

HDR Alaska

Placement	Order Details	Geo Targeting	Campaign Start Date	Campaign End Date	Total Impressions Booked	Report Dates	Impressions Delivered	Clicks	Click Through Rate
adn.com	Anchorage MPU	Alaska	5/13/24	5/23/24	75,000	5/13-5/23	74,425	40	0.05%
Total							74,425	40	0.05%

Notes: ANC MPU (PN - 10337221)
Creative:





Sections

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Alaska News

Alaska lawmakers approve additional support for addressing missing and murdered Indigenous people

By Claire Stremple, Alaska Beacon
Updated: May 22, 2024
Published: May 22, 2024



ADVERTISEMENT



ANG

Anchorage Airport Master Plan update Public Meeting and Online Open House

Wednesday, May 29, 2024

5:30–7:30 p.m. *For Details*

Presentation at 5:45

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CONTRACT

<u>Contract / Revision</u> 1174 /		<u>Alt Order #</u>
<u>Advertiser</u> Ted Stevens Anchorage International Airport		<u>Original Date / Revision</u> 05/08/24 / 05/08/24
<u>Contract Dates</u> 05/15/24 - 05/26/24	<u>Estimate #</u>	
<u>Product</u> FM KSKA 5/29/2024 Meeting		
<u>Billing Cycle</u> EOM/EOC	<u>Billing Calendar</u> Broadcast	<u>Cash/Trade</u> Cash
<u>Property</u> KSKA-FM	<u>Account Executive</u> Christina Young	<u>Sales Office</u> Anchorage Local
<u>Special Handling</u> Email		
<u>Demographic</u> Households		
<u>Agency Ref</u>	<u>Advertiser Ref</u>	<u>Product 1/2</u>

And:

HDR
Attention: Rory A. McAllister
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

*Line	Ch	Start Date	End Date	Description	Start/End Time	Days	Length	Spots/Week	Rate	Type	Spots
N 1	KSKA	05/15/24	05/17/24	W-F 9a-3p	9:00 AM-3:00 PM		:30			NM	6
		Ted Stevens Anchorage International Airport Master Plan 5/29/2024 Public Meeting.									
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>	<u>Spots/Week</u>						
	Week:	05/13/24	05/19/24	--WTF--	6						
N 2	KSKA	05/18/24	05/19/24	Weekend Edition	7a-10a		:30			NM	2
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>	<u>Spots/Week</u>						
	Week:	05/13/24	05/19/24	-----SS	2						
N 3	KSKA	05/20/24	05/24/24	M-F 3p-6p	3p-6p		:30			NM	3
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>	<u>Spots/Week</u>						
	Week:	05/20/24	05/26/24	MTWTF--	3						
N 4	KSKA	05/25/24	05/26/24	Weekend Edition	7a-10a		:30			NM	2
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>	<u>Spots/Week</u>						
	Week:	05/20/24	05/26/24	-----SS	2						
N 5	KSKA	05/20/24	05/24/24	M-F 9a-3p	9:00 AM-3:00 PM		:30			NM	3
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>	<u>Spots/Week</u>						
	Week:	05/20/24	05/26/24	MTWTF--	3						
Totals											16

Time Period	# of Spots
04/29/24 - 05/26/24	16
Totals	16

Signature: _____

Rory A. McAllister, Strategic Communications Designer, HDR

Date: 05/09/24

(* Line Transactions: N = New, E = Edited, D = Deleted)

Notwithstanding to whom bills are rendered, advertiser, agency and service, jointly and severally, shall remain obligated to pay to station the amount of any bills rendered by station within the time specified and until payment in full is received by station. Payment by advertiser to agency or to service or payment by agency to service, shall not constitute payment to station. Station will not be bound by conditions, printed or otherwise contracts, insertion orders, copy instructions or any correspondence when such conflict with the above terms and conditions. Two week advance cancellation notice is required unless otherwise specified.

Notice of Anchorage Airport Master Plan Update Committee Meetings (Open to the public)

The Ted Stevens Anchorage International Airport (ANC) is hosting the fourth and final round of Master Plan Update committee and public meetings on Wednesday, May 29, 2024. The committee meeting will be held from 10 a.m. to noon in the Denali Ballroom at the Coast Inn at Lake Hood at 3450 Aviation Drive, Anchorage, AK 99502 (Anchorage People Mover Bus Route 40 or 65). This meeting combines both the Airline Advisory Committee and the Stakeholder Working Group and is open to the public. A public meeting will follow the committee meeting from 5:30 to 7:30 p.m. in the Denali Ballroom at the Coast Inn at Lake Hood.

You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

For more information, please contact: Katherine Wood at 907-644-2153 or info@ancmpu.com.

Attachments, History, Details

Attachments

None

Revision History

Created 5/9/2024 11:34:33 AM by jreese
Modified 5/9/2024 11:35:14 AM by jreese

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage
Project/Regulation #:	ANC Master Plan Update
Publish Date:	5/9/2024
Archive Date:	5/30/2024
Events/Deadlines:	Anchorage Airport Master Plan Update Committee Mee 5/29/2024 10:00am - 12:00pm  View on Map

Notice of Anchorage Airport Master Plan Update Committee Meetings (Open to the public)

The Ted Stevens Anchorage International Airport (ANC) is hosting the fourth and final Master Plan Update public meeting on Wednesday, May 29, 2024, from 5:30 to 7:30 p.m. in the Denali Ballroom at the Coast Inn at Lake Hood, Anchorage, Alaska. A preferred alternative has been selected and will be shared with the public. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Public Meeting

May 29, 2024

5:30–7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House Details

Visit our online open house at www.ancmpuonline.com from May 29 to June 12, 2024, to view the materials.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: 907-644-2153

EMAIL: info@ancmpu.com

Special Accommodations

The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact **Katherine Wood** at 907-644-2153 or info@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

▼ Attachments, History, Details

Attachments

None

Revision History

Created 5/9/2024 11:48:35 AM by jreese

Details

Department: Transportation and Public Facilities

Category: Public Notices

Sub-Category:

Location(s): Anchorage

Project/Regulation #: ANC Master Plan Update

Publish Date: 5/9/2024

Archive Date: 5/30/2024

Events/Deadlines: Anchorage Airport Master Plan Update Public Meetin
5/29/2024 5:30pm - 7:30pm

 [View on Map](#)

Summary for "Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House"

Summary			
1	Importance	Normal	
2	Subject	Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House	
3	Recipients	Subscribers of ANC Master Plan Update, Airport News, Alaska Aviation System Plan, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff	
4	Date Sent	05/09/2024 04:09 PM AKDT	
5	Total Sent	7,765	
6	Delivered	7,604	
7	Shared Views	0	

Subject: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House

Sent: 05/09/2024 04:09 PM AKDT

Sent By: justin.shelby@alaska.gov

Sent To: Subscribers of ANC Master Plan Update, Airport News, Alaska Aviation System Plan, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff



Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	97.6%	4,806	4,689	1796 / 38.3%	117	2
Digest	n/a	n/a	386	386	133 / 34.5%	0	0
SMS Message	Delivered	98.3%	2,573	2,529	n/a	44	n/a

Link URL

Unique Clicks

Total Clicks

http://www.ancmpu.com	49	60
http://www.ancmpuonline.com	17	20
https://vimeo.com/user6209359	5	5
https://www.instagram.com/alaska_dotpf/	2	4
https://public.govdelivery.com/accounts/AKDOT/subscriber/e...	3	3
https://subscriberhelp.govdelivery.com/	1	3
https://www.facebook.com/AlaskaDOTPF	2	2
https://public.govdelivery.com/accounts/AKDOT/subscriber/o...	2	2
https://www.flickr.com/photos/akdotpf/	1	1
https://twitter.com/AlaskaDOTPF	1	1
https://511ride.alaska.gov:8443/rss2	0	0
https://subscriberhelp.granicus.com/	0	0
https://www.youtube.com/user/AlaskaDOTPF	0	0

From: [Gov Delivery \(DOT FAI\)](#)
To: [Perreault, John M \(DOT\)](#); [Blankenship, Dylan \(DOT\)](#); [Lindseth, Teri D \(DOT\)](#); [Rosewarne Kimerer, Ruth \(DOT\)](#); [Anderson, Ryan \(DOT\)](#); [Peterson, Erik J \(DOT\)](#); [Deppner, Andrea D \(DOT\)](#); [Harvey, Theresa L \(DOT\)](#); [Mitchell, Zak R \(DOT\)](#); [megan.peters@alaska.gov](#); [justin.shelby](#); [amanda.stonecipher@alaska.gov](#); [McCarthy, Shannon K \(DOT\)](#); [sam.loud@alaska.gov](#); [Daly, Rob T \(DOT\)](#); [john.binder@alaska.gov](#); [Spear, Angela M \(DOT\)](#); [Tessen, Danielle R \(DOT\)](#); [Reese, Jill \(DOT\)](#); [andy.mills](#); [Stepovich, Melissa M \(DOT\)](#); [Dapceвич, Sam D \(DOT\)](#); [Arnolds, Melanie \(DOT\)](#)
Subject: Courtesy Copy: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House
Date: Thursday, May 9, 2024 4:09:49 PM

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a courtesy copy of an email bulletin sent by Justin Shelby.

This bulletin was sent to the following groups of people:

Subscribers of ANC Master Plan Update, Airport News, Alaska Aviation System Plan, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff (7700 recipients)



The Ted Stevens Anchorage International Airport (ANC) is hosting the fourth and final Master Plan Update public meeting on Wednesday, May 29, 2024, from 5:30 to 7:30 p.m. in the Denali Ballroom at the Coast Inn at Lake Hood, Anchorage, Alaska. A preferred alternative has been selected and will be shared with the public. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Public Meeting

May 29, 2024
5:30–7:30 p.m.
Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House Details

Visit our online open house at www.ancmpuonline.com from May 29 to June 12, 2024, to view the materials.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR
PHONE: 907-644-2153

EMAIL: info@ancmpu.com

Special Accommodations

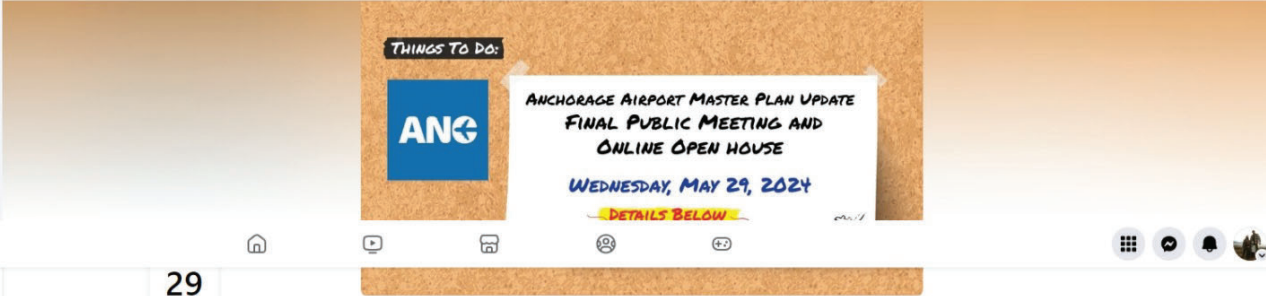
The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact **Katherine Wood at 907-644-2153** or **info@ancmpu.com** as soon as possible but no later than 48 hours before the scheduled event.



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29

WEDNESDAY, MAY 29, 2024 AT 5:30 PM

Ted Stevens Anchorage International Airport (ANC) Master Plan Update Final Public Meeting and Online

Coast Inn at Lake Hood

AboutDiscussion

Details

17 people responded

Event by Alaska Department of Transportation & Public Facilities

Coast Inn at Lake Hood

Public - Anyone on or off Facebook

ANC is holding a fourth and final public meeting and online open house to present the preferred alternative for the ANC Master Plan Update. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com.

Public Meeting

Wednesday, May 29, 2024

5:30–7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House Details

Visit our online open house at www.ancmpuonline.com from May 29 to June 12, 2024, to view the materials.

See less

Anchorage, Alaska

Coast Inn at Lake Hood

Piper's, 3450 Aviation Ave, Anchorage, AK 99502, United States

Guests

3 Went

14 Interested

See all

Meet Your Host

Alaska Department of Transportation & Public Facilities

327 past events · Page · Government organization

Our purpose is to Keep Alaska Moving through service and infrastructure. Learn more at dot.alaska.gov

Contact us

Related events

SAT, JUN 29 AT 11 AM

Anchorage's Pride Festival 2024 - Northern Rights

Delaney Park Strip

Tosha, Tana Skye and 9 friends

Interested

SAT, JUN 29 AT 11:30 AM

Anchorage Pride Parade

Delaney Park Strip

Tosha, Tana Skye and 9 friends

Interested

TUE, JUN 25 AT 5:30 PM

Paws & Progress: Young Professionals Walk for Rescue

Goose Lake Park

Tana Skye and Tabitha are interested

Interested

THIS THURSDAY AT 7:30 AM

Achievement in Business Leadership

Aloft Anchorage

Tosha, Tana Skye and 7 friends interested

Interested

SUN, JUL 14 AT 10 AM

Fly By Festival

Alaska Aviation Museum

Ashley, Marie and 5 friends interested

Interested

Recommended events

See all

Friday at 7 AM

Drive Out Cancer - Alaska Golf Classic

Tana Skye and 4 friends

Jul 5 at 11 AM – Jul 7 at 2 PM

ARW at The Girdwood Forest Fair

Elizabeth and 17 friends

Saturday, July 6, 2024 at 9 AM

Near Point Trail via Wolverine Bowl Trail

Lott and 7 friends

Tomorrow at 11:30 AM – 1:30 PM

Lunch on the Lawn

Saturday at 12 PM – 6 PM

Summer Outdoor Market

Elizabeth and 2 friends

Popular with friends

THIS FRIDAY AT 6 PM

Summer Solstice Party with Hilltop

7015 Abbott Rd, Anchorage, AK, United States, Alaska 995...

Ashley, Adler and 11 friends interested

Interested

THIS SATURDAY AT 12 PM

Summer Outdoor Market

Double Shovel Cider Company

Elizabeth, Halie and Maria are interested

Interested

THINGS TO DO:



WHEN?
5:30 - 7:30 PM
PRESENTATION AT
5:45 PM

**ANCHORAGE AIRPORT MASTER PLAN UPDATE
FINAL PUBLIC MEETING AND
ONLINE OPEN HOUSE**

**WEDNESDAY, MAY 29, 2024
COAST INN AT LAKE HOOD
DENALI BALLROOM**



Alaska Department of
Transportation & Public Facilities

May 9 · 🌐

✈️ Anchorage Airport Master Plan Update - Final
Public Meeting and Online Open House

ANC is holding a fourth and final public meeting
and online open house to share the preferred
alternative for the ANC Master Plan Update
(Project No. CFAPT00847).

Learn more by visiting the project website at
www.ancmpu.com. #KeepAlaskaMoving

👍 7

1 🗨 3 ➦



Most relevant ▾



👑 Top fan

Norma M. Moralidad



5w Like Reply



Comment as Pearl-Grace Pantaleone

👍 🗨 📷 📷 📷

THINGS TO DO:



**ANCHORAGE AIRPORT MASTER PLAN UPDATE
FINAL PUBLIC MEETING AND ONLINE OPEN HOUSE**

JOIN US ON WEDNESDAY, MAY 29, 2024

ADD OUR EVENT TO YOUR CALENDAR TODAY!

ONE WEEK AWAY!





Alaska Department of Transportation & Public Facilities

May 22 at 8:00 AM · 🌐

REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) is hosting its fourth and final public meeting and online open house in 1 week. Join us on Wednesday, May 29, 2024, to learn more about the preferred alternative. Add our event to your calendar today.

<https://bit.ly/4acFX8D>

4

3 3

Most relevant ▾



John Walker

Lift the weight restrictions already!

3w · Like · Reply



Comment as Pearl-Grace Pantaleone

👍 🗨️ 📷 📺 📧



Alaska Department of Transportation & Public Facilities

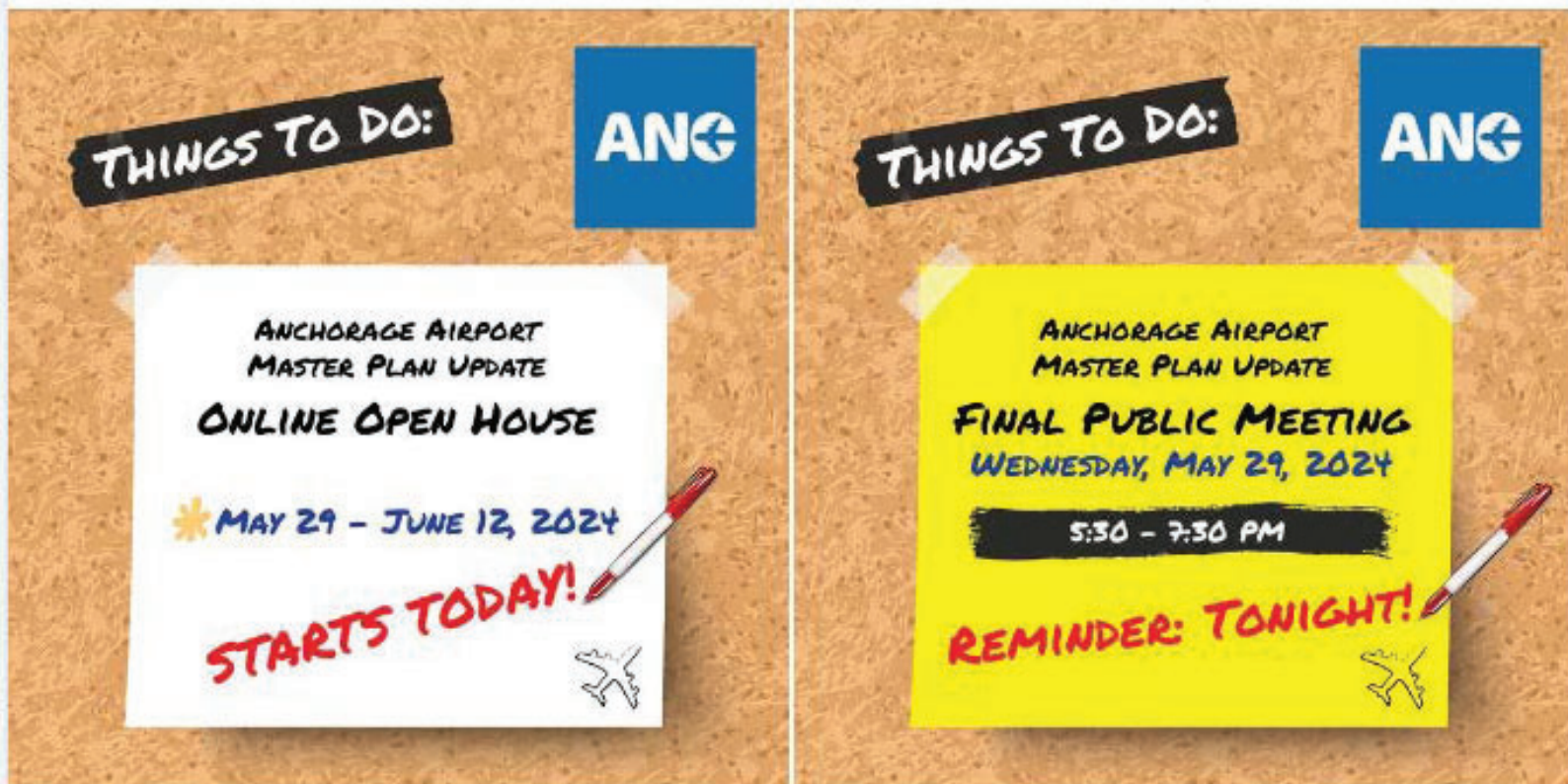
May 29 at 8:00 AM · 🌐

...

✈️ TODAY'S REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) public meeting #4 and online open house is today! Join us TONIGHT at the Coast Inn at Lake Hood in the Denali Ballroom from 5:30 to 7:30 p.m.

Can't make the meeting? That's okay. Our online open house is live NOW through June 12, 2024, at www.ancmpuonline.com. #KeepAlaskaMoving



👍 4

1 share

👍 Like

💬 Comment

➦ Share



Comment as Pearl-Grace Pantaleone

🗣️ 😊 📷 GIF 🤖

Attachment F

Meeting Results

Sign-In Sheet – Committee Meeting

Sign-In Sheet – Public Meeting

Committee Meeting Notes

Public Meeting Notes

Comments

Title IV Report – Committee Meeting

Title IV Report – Public Meeting

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update

Final Committee Meeting - Preferred Alternatives

Coast Inn at Lake Hood, May 29th, 2024, 10:00 AM - 12:00 PM



scan me to sign in
on your phone!



Name (Please print)	E-mail	How did you hear about us? (E = Email; F = Flyer, A = Advertisement, WM = Word of Mouth, O = Other, Specify)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Pearl-Grace Pantalone	pg.pantalone@gmail.com	email	F	A/P
TIFFINING	THOMAS.FREDMAN@PEAKSUSANA.COM	EMAIL	M	
Jon Isaacs	1399CJMJ907@outlook.ca		M	
Padley Gleason	padley.gleason.pro@yahoo.com		F	
Drugs World	trudy.wassd@alaska.gov	email	F	
Ryan Yelle	Ryan.Yelle@anchorageak.gov		M	✓
Carley Wallace	carley.ann.e.wallace@faa.gov	email	F	W
Koji Hagiwara	koji.hagiwara@nca.aero		M	
Daniel Knesek	dknesek@flygrant.com	email	M	
CODY WEBB	CODY.WEBB@FAA.GOV			
Linda Swiss	swiss.linda@gmail.com			

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update
Final Committee Meeting - Preferred Alternatives
Coast Inn at Lake Hood, May 29th, 2024, 10:00 AM - 12:00 PM



scan me to sign in
on your phone!



Name (Please print)	E-mail	How did you hear about us? (E = Email; F = Flyer, A = Advertisement, WM = Word of Mouth, O = Other, Specify)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Tor Anderson	toranderson@us.af.mil		M	W
Jonathan Lindquist				
Murrel Akers				

Participants (12)



Find a participant

- | | | | |
|-----------|-------------------------------------|--|--|
| PP | Pearl-Grace Pantal... (Co-host, me) | | |
| | Gareth Hanley RS&H (Host) | | |
| AM | Alex Moss | | |
| AI | Amy's iPhone | | |
| DL | Dan Lansing | | |
| DF | DAVID FIORE | | |
| D | DavidBrewer | | |
| JW | Jenna Wright (AEDC) | | |
| KN | Kottayam Natarajan | | |
| M | Marty | | |
| P | PJ.Cranmer | | |
| TF | Tom Foote | | |

Invite

Mute all



10:16 AM
5/29/2024



Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update
Final Public Meeting - Preferred Alternatives
Coast Inn at Lake Hood, May 29th, 2024, 5:30 - 7:30 PM



scan me to sign in
on your phone!

ANC

Name (Please print)	E-mail	How did you hear about us? (E = Email; F = Flyer, A = Advertisement, WM = Word of Mouth, O = Other, Specify)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Pearl-Grae Pantalone	pg.pantalone@gmail.com	email	F	A/P
EMILIANO CIARLETTI	EMILIANO.CIARLETTI@COREAN.COM	EMAIL	M	W
Cristin Jones		ads		
FRANK RAST	FRANKR@SSA.CUMUL.COM	EMAIL	M	W
GARY ROBISON	gary@lithtec.com	EMAIL	M	W
MICHAEL SCHUPPER	mhschoder@gmail.com	EMAIL	M	W
Patty Gleason	patty.gleason@yahoo.com			
Laura Strand	lstrand@qi.net	email	F	W
Sara Haley	sara.haley@alaska.gov	email (airport)	F	W
Theresa Dutcher	tdutcher@downl.com	ads	F	W
JOE HANSEN	HANSEN50JOE@hotmail.com	WM	M	W

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
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Print Legibly

Ted Stevens Anchorage International Airport
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Madeline Cusper	mrcasper727@gmail.com	WM	F	W
Victoria Lytle	Victoria.Lytle@gmail.com	WM	F	W
Holly Buck	holly.jean.buck@gmail.com	Facebook	F	W
Pat Oien	pat@oien.net oien@engin.net		F	W
Aimee Youngblood	AIMEE.YOUNGBLOOD@NE.COM			
Mike Ull	ANC	email		
Mark Henseler	mark_henseler@chugachelectric.com	email	M	
Jim Montgomery			M	
MARC LA ROSE	MARC.LAROSE@ALASKAPOWER.ORG	Email	M	W
John Tyler Swiss		wife	M	W
CHUCK KASMAR	chuck@kasmarlaw.com			

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Mineko Hummel	minekoak907@gmail.com	E	F	
Mark Butler	mbutler@gci.net	A	M	
DANE HIRE	DANE.HIRE@ICLOUD.COM		M	
Colleen Moran	colleen.moran@helvix.com	F	F	
John TORRES	FTORRES@GMA.IL.COM			

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

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ANC

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Chaplain Schenker	marianpay7@gmail.com	Email	M	W
JENNIFER PEPI	Jennifer.Pepin@alaska.gov	email	F	W
John Johnson				
Craig Campbell				
Kelly Summers	Kelly Summers 2016, content	Facebook	F	W
David + Pam Karalunas	Karalunas@gmail.com	Email	one each	W
Tom Middenorf	tmiddenorf@tdow.com	email	one each	W
Alyssa Hodum	Rose52400@gmail.com	am	A	W
Linda Swiss	swiss.linda@gmail.com	email	F	W
Leslie Robbins	Leslie.Robbins@jacobs.com			
Cynthia Winters cynthia.winters@alaska.gov	cynthia.winters@alaska.gov	email - Peg Tieshan what's up?	F	W

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LYN CLARK	kracarso1@gmail.com			
Genevieve Holobik	gholubik@me.com	newspaper, friend, everywhere	F	W
Din Isaacs	isaacs@jain.net			
Shawn Williams	shawn.williams.ak@gmail.com	F.B.	M	W
Charlie Birchwith	cwbierwith12@pm.me	Friends	M	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

ID	Start time	Full Name	Company	Email Address	How did you hear about	GenderThis information	Race This information is
1	5/29/24 17:01:11	Gregory Berry	ConocoPhillips	Gregory.a.berry@conocophillips.com	Email	Man	White (W)
2	5/29/24 17:26:42	Jim McCormack		jmccormack@gci.net	Email	Man	White (W)
3	5/29/24 17:34:24	Judith Brady		Jmbrady907@gmail.com	Advertisement	Woman	White (W)

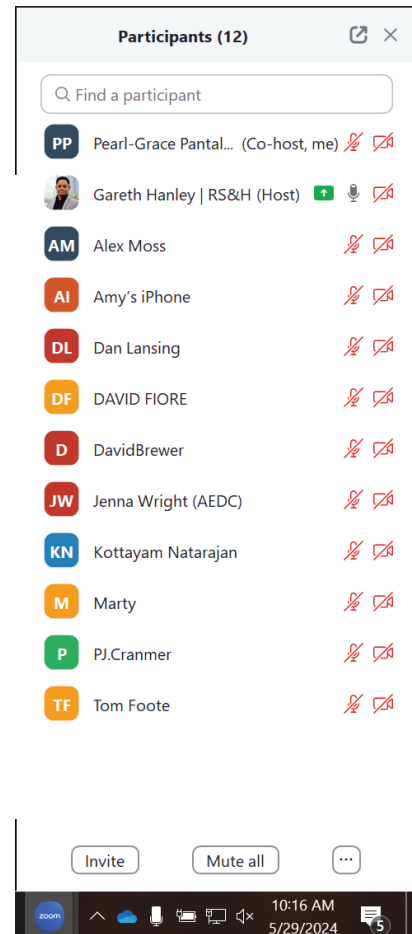
Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Airline Advisory Committee/Stakeholder Working Group Committee Meeting Notes

Wednesday, May 29, 2024 | Coast Inn at Lake Hood, Denali Ballroom

Attendance

1. Gareth Hanley, RS&H
2. Evan Pfahler, RS&H
3. Katherine Wood, HDR
4. Pearl-Grace Pantaleone, HDR
5. Teri Lindseth, ANC
6. Ian Rockmoore, ANC
7. Johnathan Lindquist, FAA
8. Koji Hawgiwawra, Nippon Cargo Airlines
9. TJ Fielding, Pegasus Aviation Service
10. Ryan Yelle, MOA
11. John Isaacs, Turnagain Community Council
12. Cody Webb, FAA
13. Dan Knesek, Grant Aviation
14. John Johnsen, ANC
15. Trudy Wassel, ANC
16. Craig Campbell, ANC
17. Carley Wallace, FAA
18. Lauren Maxwell, KTUU
19. Merle Akers, Private Pilot
20. Cathy Gleason, Resident
21. Linda Swiss, Turnagain Community Council
22. David Brewer, AvAir Pros – virtual
23. PJ Cranmer, Commodity Forwarders – virtual
24. Jenna Wright, AEDC – virtual
25. Amy Fuller-Lyman, Alaska Airlines – virtual
26. Kottayam Natarajan, AvAir Pros – virtual
27. Dan Lansing, Atlas Air – virtual
28. Tom Foote, UPS – virtual
29. David Fiore, FedEx – virtual
30. Alex Moss, ANC – virtual
31. Marty Bettis, Signature Flight Support – virtual



- Airside

- Cathy Gleason: Please emphasize that the area of the 4th runway to the north of the airport boundary is municipal parkland.
- Jon Isaacs: Recalling that this location for West Airpark would be more efficient for cargo tech stops and for snow storage.

- Imaginary surfaces would be protected.
- Area 3 and 4 – are they already leased?
 - A: Those tenant developments have been leased to tenants and are in various stages of development. Those tenants have completed their own NEPA processes.
- Hardstands needed in the middle of the airport and there is a current RFP out for hardstands in the West.
- Nata: Is Area 5 on the graphic the same area where 6A has proposed development shown?
 - A: No, that 6A area is leased, but not yet environmentally entitled.
 - Nata: so that could be primary development or airport depending on the outcome if/when the 6A leaseholder decides to no longer develop that area.

- **Terminal**

- Ryan Yelle (MOA): B Bump Out: the cost estimates seem very high. Why?
 - This is consistent with national and Alaska trends, where we are seeing very high construction costs.
 - Airport is expensive to construct because there are multiple systems, utilities, etc.
 - Passenger screening equipment is funded by TSA.
 - Any infrastructure changes at the terminal also require apron reconstruction, utility, fuel lines, and additional improvements.
- David Brewer – are you including all equipment?
 - Cost doesn't include TSA equipment, because TSA would have to determine what (if any) new equipment they will provide in association with the redeveloped space.
- How many lanes of equipment?
 - There currently 6 lanes; larger security screening space is required to accommodate newer TSA equipment and additional lanes for passenger growth, and this alternative accommodates space for both.
- So right now, we have 6, and with expansion we would have room for 8?
 - The expansion includes reserving space for the newer the infrastructure – but it's TSA's decision to use it and staff it.
 - The cost estimate does not include the TSA equipment.
- A/B Concourse Expansion question: Dan Knesek (Grant Aviation): Have you accounted for what is happening today? A Concourse is having limited use. Gate L2 is needed to accommodate the Saab 2000. Want to make sure the master plan reflects current conditions and doesn't create concepts that push out carriers.
 - A: There is a lot of flexibility in space on how to operate; striping and space accommodates carriers and commuters
 - This is a high-level concept; would be further refined during a design phase if/when the Airport moves that forward.
- Nata – is there a connector between the North and South Terminal?
 - Yes, the concept explores maintaining the existing pre-security connector between the two terminals and would establish a new post-security

connection. There would also be a second bag claim in the new building space as part of this concept.

- Nata – is that space to the south of the new connection big enough for a hotel?
 - Could be. Right now, that space is envisioned to be connected at the apron level for perhaps ground handling equipment. We aren't identifying a specific place for a hotel; it will be up to developers to make a proposal to ANC that meets their land use plan.
- David Brewer – given the forecast and what is proposed, when do you think these are happening? I understand we have triggers and forecast, but do you have a sense when these PALs will hit? A, B, C, North Terminal?
 - Limited data with certainty on when these are happening. They are based on PAL. The demand needs to happen before implementation. It's a phased approach. If the forecast is correct and if the airlines agree to fund the improvements, then:
 - PAL 1 is roughly now to 5 years, which corresponds to the A/B Concourse expansions.
 - PAL 2 is roughly 10 years out, which corresponds to the C Concourse expansion.
 - PAL 3 is 20 years out, which corresponds to the North Terminal expansion.
- Dan Knesek (Grant): Is there a long-term operating cost for a remote parking facility shuttle as proposed? What is that compared to the capital cost?
 - A: We don't have an estimate on what the operations of a shuttle would cost, but that's a good point to note.
- Jon Issacs: Of the 2,000-parking space deficit, what % is for employees vs travelers?
 - About ¼ of that is for employees
- What about the parking spaces for the offsite parking near Spenard Rd and the Javier De La Vega Park?
 - That was not included in the airport analysis, because it's not owned and operated by ANC.
- David Brewer: What is driving the high price of parking stall construction? This seems so excessive.
 - Many factors: construction in Alaska is expensive; focuses on construction market in Alaska:
 - Material cost
 - Escalation to 2027 dollars
 - Labor cost
 - We have added significant contingency due to planning level.
- Jon: The garages seem small; what if we combine them and make them 2,000 spots – will this reduce the costs if it's a single structure?
 - This could happen; however, a larger structure might be beyond the demand in the facility requirements; it doesn't allow you to stagger growth over time.
 - These are suggestions based on existing levels of demand relative to passengers.
 - ANC could raise the cost of parking.

- Would it make more sense to not have a garage on the current ATCT site and instead build it in front of the North Terminal?
 - No, it's a challenge to accommodate garage in front of the North Terminal because it effects the overall roadway network and terminal circulation roads.
- **Support Facilities**
 - Marty Bettis (Signature) – we stand fully behind what is outlined for the GA development space; this is the same pattern we are seeing in the aviation market; get a lot of inquiries as an FBO.
 - Linda Swiss: For Northlink, how much is the airport planning for deicing?
 - This master plan did not include deicing facilities due to it's not seen as a challenge or needs to be addressed. Most airlines handle deicing efficiency and well.
 - David Brewer: Does the Tug Road go through the 13.6-acre site?
 - The tug road can be modified for the site; it would be addressed at the implementation phase, but it can be feasible to bisect site.
 - Koji – agrees – tug road is good because taxiway is complicated.
 - David Brewer: Is the ARFF too close to the fuel farm? If there was a fire at the fuel farm, the fumes might make it impossible to operate the ARFF. If the EOC/Command Center is in the ARFF, that could be an issue; seems the EOC should be closer to terminal or part of the police center.
 - We haven't heard of fuel farm fire fumes to be an issue at other airports.
 - Yes, agree that EOC/Command center wasn't envisioned to be part of the ARFF.
 - Jon: Assuming the road that goes down the middle is the area reserved for a potential fourth runway on the West Side; please include a graphic that shows this road location as proposed.
 - The alignment of the Point Woronzof Road is the same as the RFP, but also refines the current master plan.
 - Holds up a graphic from the Transportation Fair – suggest that something like that is provided to the public.
- **Committee Comments**
 - Will we get a 30-day review of the final document?
 - No official comment period on the Final document since the Master Plan is not a NEPA process.
 - Is there a legal requirement for a public hearing on the master plan?
 - No legal requirements for a public hearing due to it's a plan not a NEPA process.
 - Any project that advances would have to go through the NEPA process and more formal public involvement process, review by FAA and public and official entitlement decision that is still required.
 - Marty – job well done and quality project.
 - Koji – North Terminal, just two gates can accommodate the longest widebody aircraft (i.e., Boeing 777-300 and Boeing 747-8)

- The Master Plan recommends cargo operation in the West Airpark not North Terminal because it conflict with passenger operations.
 - David Brewer – cargo carriers are handling tech stops out of their own facilities, but there isn't a central location?
 - West Airpark would accommodate tech stop traffic and operations in the future.
 - Linda Swiss – does the master plan address snow?
 - Took that same comment from last meeting, and here's how we address that:
 - 1 – moving forward different alternatives for the terminal – a central D Concourse was eliminated from consideration due to challenges of removing snow in the compact area; the recommended terminal concepts provides ANC maintenance for temporary storage
 - 2 – keeping real estate available opens ability to store snow
 - Any development needs to account for clearing snow.
 - Are tenants responsible for snow? Yes, only within their leasehold.
 - There is cooperation between the ANC and leaseholders for snow removal and short-term storage.
 - Ryan Yelle – really good process so far; great job!
 - Nata – for the new gates for the A, B, C Concourse expansions – are they narrow body gates? Are the airlines increasing their aircraft?
 - A Concourse is regional – smaller aircraft.
 - B Concourse accommodates narrowbody get aircraft; however, 4-5 existing gates accommodate Group V aircraft, and that capability would remain
 - C Concourse accommodates narrowbody aircraft
 - New widebody gates don't come online until 3rd PAL in North Terminal; we should be fine with existing gates prior to that timeframe.
- Public Comments
 - Merle Akers– Lake Hood is a part of the airport; this effects the Lake Hood operators.
 - The ARRF being moved to the West Airpark of the airport which is going to affect Lake Hood users. Who will respond to fires there?
 - This is going to the airlines and be decided behind closed doors and not be able to go to the public.
 - Cathy – slide 10 – the 4th runway is not entirely on airport land. It might not be feasible to construct anything here as this is public park land and would require a vote of the citizens of Anchorage for the MOA to trade the land. So why does a 4th runway keep showing up in the Master Plan? Elaborate more on accommodating demand for runway; is there a point at which FAA or the airport just stops accepting traffic growth?
 - Craig Campbell
 - 4th runway is an alternative – while it's still there, it's an option, but it's not a foregone conclusion. If and when that demand occurs, the Master Plan recommends weighing a 4th runway at ANC against also looking at developing runway capacity at another airport location.

- This master plan says this is the most feasible alternative at this location, but it must be looked at against other options such as FAI or another location. In the meantime, the intent is to preserve the space and not build something else in the location that a future 4th runway might be needed.
- Cathy
 - What is the FAA's perspective about when enough is enough? When can you stop expanding an airport?
 - Evan – great point and that is always on the table. During the NEPA, there is always a “no action” alternative. However, the no action also has impacts. NEPA does a fair evaluation of the impacts of the no action vs the proposed action.
 - All impacts will be addressed if and when the Airport comes to that decision point.
- Teri – thanks to the team and public.

ANC MPU Public Meeting #4 Preliminary Alternatives Notes

May 29, 2024 | 5:30 – 7:30 PM

(46 people)

Q/A

1. **What is currently on the proposed parking lot sites in the East Airpark?**
 - a. There are currently Airport tenants on these sites. ANC would work with current tenants about their leases when establishing parking projects within the Master Plan.
2. **Is the Federal Aviation Administration (FAA) warehouse in the East Airpark under consideration to be redeveloped for parking?**
 - a. No, the FAA warehouse is not under consideration for parking.
3. **Cynthia Wentworth: Governor Sheffield's memoir shares his vision for commuter rail and a hotel at ANC because this would reduce the need for parking. I would like to see this included as a Master Plan alternative.**
 - a. Rail: The rail is owned and operated by the Alaska Railroad. The Airport rail station is included in the Master Plan.
 - b. Hotel: There are several locations that would work at the Airport for a hotel, but a developer would have to be interested and provide funding.
4. **Shawn – lifetime resident: There are two things that are important: first, for the short-term, parking is a challenge. The second, flow of employees. Northern Lights Boulevard is a speedway; drivers are constantly running through red lights and going over 55 mph. Please consider encouraging Airport employees to leave through International Airport Road instead of Northern Lights Boulevard. Seriously consider working on it sooner rather than later.**
 - a. Thank you, we will document this in the Master Plan.
5. **The big land use that is in the development, NorthLink. We didn't mention it here. What is that?**
 - a. NorthLink is a private tenant development with an approved lease by the Airport that would accommodate cargo aircraft.
6. **For Planning Activity Level (PAL) 2/3, how many new airlines are you considering?**
 - a. Our forecast looks at passenger demand rather than which airline is serving the demand.
7. **Cathy Gleason: There is no acknowledgement during this presentation about where the fourth runway would be developed. Anchorage Water and Wastewater Utility owns the land at the north end. The Municipality of Anchorage (MOA) has owned Point Woronzof park since 1994. It would take a vote to purchase this land. Suggest not showing non-Airport property on the Master Plan.**
 - a. Thank you for your comment. The entire runway outline was shown to be transparent, and we will clarify the existing land ownership and use it in the final document.
8. **The Master Plan should be looking at impacts to airspace. A fourth runway would be dangerous.**
 - a. The prior Master Plan evaluated the concerns and impacts to airspace and determined that a fourth runway could be accommodated from an airspace perspective; however, it does not give the Airport the green light to continue with these projects. If the Airport decided to proceed with a fourth runway during PAL 3, they would have to conduct

another public process that adheres to the National Environmental Policy Act (NEPA). That NEPA process would likely be an Environmental Impact Study (EIS) that would reevaluate impacts such as airspace.

9. Teri: Evan, please explain the difference between the prior Master Plan and the updated Master Plan regarding the fourth runway.

- a. If there is a need for capacity, a fourth runway is an option. This would go through the proper NEPA process with an option of “no action.” Ultimately, the State, users, and those who participate in the NEPA process would determine the best option for the Airport. The current Master Plan highlights that the additional runway could be at ANC or at another location in the state, like another airport. That would be studied and decided if/when the need arises.

10. Bus routes in Anchorage need to be planned for in regard to the terminal.

- a. Thank you. The Master Plan will document this and will suggest that Anchorage People Mover consider doing a better job of advertising the availability of the service.

11. Also, if you need a hotel, the Airport needs to determine where to put the hotel rather than having the developer pick where it’s located.

- a. If a hotel development were to be proposed, the Airport would work with the developer to find a feasible location that would not interfere with the aeronautical mission of the Airport.

12. Suggest that the Airport picks a spot so developers can be interested.

- a. Thank you.

13. On the Airside – Air Cargo side, there are areas that have no development. Why?

- a. As large as ANC is in area, it is a dense property. There are a few locations where there are no identified areas for development. What is highlighted are improvements that meet the facility requirements and aviation forecast to meet demand. All other areas are on the table for development.

14. A rail station is a legacy, and the hotel is a must.

- a. We will document this in the Master Plan.

15. Cathy Gleason: The property West of NorthLink – Little Campbell Lake Park is located on Airport property. There is a land entitlement agreement (1986) for the Airport/MOA to turn over properties on Airport land. Turnagain Community Council comments on the Anchorage Heritage Land Bank (HLB) say that the land should be transferred, not swapped, but it has never taken place. We should include in this Master Plan Update. Development at/around Little Campbell Lake would cause an uproar.

- a. Thank you.
- b. Clarification: *Since January 1995, the State and the MOA have been in a maintenance agreement wherein the State acknowledges the recreational value of the land surrounding Little Campbell Lake that exists on Airport property and has granted access to the public in exchange for the MOA maintaining the land. Little Campbell Lake is located in an area designated for future Airport development under the current FAA-approved Airport Land Plan. Allowing expansion of recreational trails on property that is currently reserved for future Airport development is not in the best interest of the State.*



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 05/29/24 Time: 10am-12 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Stakeholder Advisory Group / Airline Advisory Committee

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 24 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 6

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 05/29/24 Time: 5:30-7:30 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)

☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 46 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 23

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

*Total number of citizens on CAG Board: N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

APPENDIX A-7
Comment Log

Comment Number	Date	Comment Recd	Category	Commenter	Organization	Comment	Response Date	Responded By	Response
ANC Master Plan Update COMMENT LOG									
1	5/15/2023	Email to Project Email Address	Communications Sign-up	Michael Hansmeyer	Stantec Consulting Services Inc.	hello, I would like to sign up to receive emails regarding important updates at ANC however my employer does not allow me to visit the website www.ancmpu.com to sign-up. Could I sign up via this email request? Thank you, Michael Hansmeyer PE Civil Engineer, Transportation Direct: (907) 843-9383 Mobile: (907) 830-9383 Fax: (907) 258-4663 michael.hansmeyer@stantec.com Stantec Consulting Services Inc. 725 East Fireweed Lane, Suite 200 Anchorage AK 99503-2245 US	N/A	N/A	Added to mailinglist on May 15, 2023 at 8:5am
2	5/22/2023	Sand Lake Community Council Meeting	Opinion - No Response	Notes	Sand Lake Community Council	Various.	N/A	N/A	Live Q/A.
3	5/31/2023	Phone Call	Suggested Development	Joe Pflizer	N/A	Phone call to Katherine Wood: Planning on attending the public meeting tonight. We need to find ways to use infrastructure like the north terminal and the airfield terminal. Does the airport need a new tower? What about an on-site hotel? We need to do more to get winter tourists here. The airport needs to accommodate freight growth. Would like to see more international airlines like Qantas. Keep Condo and Island Air here.	5/31/2023	Katherine Wood	Live phone call.
4	5/31/2023	Email to Project Email Address	Suggested Development	Matt Sanders	N/A	•BIA needs to get with the times! •We have a noise tracking system (per Teri L. TSA decommissioned it about 15 years ago) •BIA future development close to residential areas, schools, and parks. •Develop a cargo airport on fire island and build bridges to it from ANC and to the valley •Conduct Part 150 noise study •Direct to above profit!!!!	N/A	N/A	Comment: No response needed.
5	5/31/2023	Public Meeting Comment Form	Noise	Anonymous	N/A	When flights take off on the North/South runway over the residential areas near the airport, can they get more altitude faster, so they do not fly over the heads of us? "Noise Abatement" what are the options to help residents or change the hours they take off? It is wee hours or late nights (just when you head for bed) = no sleep quality. Thank you for considering this question.	N/A	N/A	Comment form provided no contact information for direct answer. Will answer in FAQ.
6	5/31/2023	Public Meeting Comment Form	Park Protection	Frank Rast	N/A	With North link traffic on Raspberry Road & Kincaid event traffic would like a round-a-bout planned at Sand Lake Road & Raspberry intersection. Would like Coastal Trail to remain in the current corridor and Port Warronov Park to remain as is. Am opposed to a second N/S runway. Would like to improve Nawads & Air Traffic sequencing to utilize existing runways without adding congestion.	N/A	N/A	Comment: No response needed.
7	5/31/2023	Public Meeting Comment Form	Changing Flight Patterns	Anonymous	N/A	Is AA considering flight path management to minimize conflicts?	N/A	N/A	Comment form provided no contact information for direct answer. Will answer in FAQ.
8	5/31/2023	Public Meeting Comment Form	Park Protection	Bob Butera	N/A	Consider transfer of Little Campbell Lake to Municipality of Anchorage Parks.	N/A	N/A	Comment: No response needed.
9	5/31/2023	Public Meeting Comment Form	Noise	Jeff Lucas	N/A	1. How do you plan to achieve your noise abatement goals? 2. Will the airport initiate another noise study?	10/4/2023	Pearl-Grace Pantalone	Hello Jeff, We just noticed that you filled out a comment form for the ANC Master Plan Update project back from our May Public Meeting. Our apologies for not getting back to you timely. Your questions were: - How do you plan to achieve your noise abatement goals? - Will the airport initiate another noise study? The Ted Stevens Anchorage International Airport Master Plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations, within surrounding areas and propose steps to address those impacts. Please reach out for any other questions or concerns. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com
10	5/31/2023	Public Meeting Comment Form	Process	Karen Kiewano	N/A	Is the master plan required by federal regulations? If not, Federal Guidelines? If so, please provide the reference to Federal regulations. Is the master plan required by State Statute regulations? If so, please provide reference to State Statute for regulations.	10/4/2023, email bounced	Pearl-Grace Pantalone	Hello Karen, We just noticed that you filled out a comment form for the ANC Master Plan Update project back at our May Public Meeting. Our apologies for not getting back to you timely. Your questions were: Is the master plan required by federal regulations? If not, Federal Guidelines? If so, please provide the reference to Federal regulations. Is the master plan required by State Statute regulations? If so, please provide reference to State Statute for regulations. The ANC master plan has to follow FAA regulations. More information can be found at this link: https://www.faa.gov/airports/resources/advisory_circular/index.cfm?g=/documents/current/documents/nrba-17150_1079-6 Please reach out for any other questions or concerns. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com
11	5/31/2023	Public Meeting Comment Form	Air Quality Park Protection Suggested Development	Paul Zemby	N/A	Thank you for this needed effort! The ANC Airport future plans are critical for many reasons: Our location is arguably very strategic as the main settled location (with infrastructure) in the north pacific -- and in the northern hemisphere where most of the world's landmass and population exists. We are located on many global direct routes between markets. When planning the future of ANC please consider: 1. Our local community west of Kincaid Park and the coastal trail. These areas are a big draw for locals and visitors alike; please don't expand the airport's footprint without exhaustive extensive scrutiny. 2. Our local community with respect to air quality, jet fuel, oil, gas, diesel fuel, etc. BAD stuff. Be at the forefront in making an airport as the role model elsewhere of being the best airport in the world for environmental good neighborhoods. We desire a lot of airplanes when it doesn't always need to be done. Embrace the latest science in this area. When deciding does so, keep it away from local water. 3. The long term future of technology. Fossil fuels may be phased out. Required human resources on the ground and in the air that are required today, might not be tomorrow. ANC's role may change. 4. Alaska's future economy. Of our main pillars, oil and gas may not be viable... but tourism probably will (and should be)! The passenger terminal interior is currently decent in size and operation. However, the outside functions are a major embarrassment. This is our state's gateway. Our transportation options for visitors are deplorable. We need host/concierge guiding visitors in peak times to where they can get a taxi/dishdash, how PeopleMover busses operate, and where to stand to stay out of the weather and traffic and crowds. It's all chaos now, with awkward pedestrian paths around cars and structures, poor or nonexistent signage, inadequate traffic lanes, and too much priority put on bay coaches who "hog" curbside spots for too long with vehicles that are too large.	N/A	N/A	Comment: No response needed.
12	5/31/2024	Public Meeting	Various	Various	Various	Various Public Meeting #1	5/31/2024	5/31/2024	Live Q/A.
12	6/1/2023	Email to Project Email Address	Air Quality Small	Geoff Bacon	N/A	Dear Advisory Committee, I appreciate Goals & Objectives 3 and 7. My family lives near ANC. As the committee proceeds with its work we want to make sure it has all information to consider all aspects of the problem of developing to updated master plan. Please know, there are times when you can smell jet fuel exhaust similar to what you would smell while boarding a plane outside from the tarmac. While the GBOs contemplate aircraft noise, airport smell does not appear contemplated in the current GBOs. Please ensure this is a factor contemplated in your update. One thought would be to measure air quality or survey residents near ANC to determine the scope and severity of the smell for both air quality safety and possible nuisance. Sincerely, Geoff Bacon	N/A	N/A	Comment: No response needed.
13	6/1/2023	Email to Project Email Address	Cargo Growth	Sybilie Hagan	Resident	To whom it may concern, I am a resident of the Sand Lake Neighborhood. I think with the increasing amount of Cargo air travel through this airport it is really important to make quiet hours over the neighborhood. We understand that it gets windy. Wind happens at all airports around the world. And many large cities institute quiet hours over neighborhoods without issue. I think the amount of noise coming from this airport over neighborhoods at night should really be taken into consideration more than it is. Thank you Sybilie Hagan 5611 John Muir Cr Anchorage, AK 99502 907.609.7429	N/A	N/A	Comment: No response needed.
14	6/1/2023	Email to Project Email Address	Suggested Development	Bz Taylor Forsman	N/A	Rain in support of the airport expansion and new Refrigeration building to be constructed. Thank you.	N/A	N/A	Comment: No response needed.
15	6/1/2023	Email to Project Email Address	Noise	Jeff Lucas	Resident	I attended the meeting on 5-31-2023. At the meeting one of your representatives said that you would send me the noise study completed about a decade ago. If that is possible please send it back to me via email. Jeff Lucas 8533 Curtis Sack St Anchorage AK 99502 Cell 907-570-6316	7/27/2023	Alice Rademacher	Hi Jeff, The 2015 Noise Compatibility Study Update is linked below. 2015 Noise Compatibility Study Update - Ted Stevens Anchorage International Airport [ancairport.com] Please contact us with any additional questions or comments. Thank you, Alice Rademacher ANC MPU Project Team info@ancmpu.com
16	6/1/2023	Email to Project Email Address	Nearby Neighbors Small Air Quality	Geoff Bacon	N/A	Dear Advisory Committee, I appreciate Goals & Objectives 3 and 7. My family lives near ANC. As the committee proceeds with its work we want to make sure it has all information to consider all aspects of the problem of developing its updated master plan. Please know, there are times when you can smell jet fuel exhaust similar to what you would smell while boarding a plane outside from the tarmac. While the GBOs contemplate aircraft noise, airport smell does not appear contemplated in the current GBOs. Please ensure this is a factor contemplated in your update. One thought would be to measure air quality or survey residents near ANC to determine the scope and severity of the smell for both air quality safety and possible nuisance. Sincerely, Geoff Bacon	N/A	N/A	Comment: No response needed.
17	6/1/2023	Issuform	Suggested Development	Li Taylor Forsman	N/A	I am in support of the airport expansion and new Refrigeration building to be constructed. Thank you.	N/A	N/A	Comment: No response needed.
19	6/1/2023	Email to Project Email Address	Process	Jon Isaacs	Turnagain Community Council	At the Joint Advisory Committee meeting on Wednesday, we were told that the preliminary Master Plan Update Goals and Objectives would be available on the project website, in order for us to provide additional comments and suggestions. I do not see them on the website; can you put them up or send them to me as an email so that the Turnagain Community Council Land Use committee can review them and make additional comments? Thank you. Jon Isaacs Turnagain Community Council Stakeholder Group Representative	6/2/2023	Katherine Wood	Hi Jon, If you go to the website [www.ancmpu.com] and click on the Virtual Public Meeting button, then scroll down and on the left you will find the goals & objectives poster like we had at the meeting. Let me know if that doesn't work for you, or if a different format would be easier. Thanks, Katherine Wood D-907.644.2153 M 907.223.4990

20	6/1/2023	Email to Project Email Address	Noise	Sybilie Hogan	Resident	To whom it may concern, I am a resident of the Sand Lake Neighborhood. I think with the increasing amount of Cargo air travel through this airport it is really important to make quiet hours over the neighborhood. We understand that it gets windy. Wind happens at all airports around the world. And many large cities institute quiet hours over neighborhoods without issue. I think the amount of noise coming from this airport over neighborhoods at night should really be taken into consideration more than it is. Thank you Sybilie Hogan 661 L John Muir Cr Anchorage, AK 99502 907-602-1429	N/A	N/A	Comment: No response needed.
21	6/2/2023	Email to Project Email Address	Process	Bryce K. Klug	RM ARCHITECTS	On your website (ancmpu.com) the link to the Virtual Public Meeting is not working. "Can't reach this page" come up.	10/4/2023	Pearl-Grace Pantalone	Hi Bryce! We just noticed that we never responded to your question in June. Our apologies. Our latest public meeting in September closed last week, but we have both meetings archived here: Ted Stevens Anchorage International Airport Master Plan Update Online Meeting (ancmpuonline.com) and the link should work for you. Please contact us with any additional questions or comments. Ted Stevens Anchorage International Airport Master Plan Update Online Meeting The digital space for the ANC Master Plan Online Meetings. ancmpuonline.com. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com
22	6/3/2023	Email to Project Email Address	Suggested Development	Liv Swonger	N/A	Greetings! The one request I would have for a newer airport, which I know whatever your team does is going to be amazing, would be to support the arts and local cinematic artists by doing something similar too what Portland does, in the form of a mini movie theater. I recently had a 9 hour layover which was made easier by watching the 1.5 hours of short films they were playing. It also allowed me know Oregon, its people and culture, plus bits of history better. I absolutely loved this idea and feel like newcomers into Alaska and international travelers would be able to see the beauty of Alaska. Attached is me and the pictures of the movie theater in Portland a couple weeks ago! Any questions please let me know. I also have connections to cinematic artists as well. Liv Swonger	N/A	N/A	Comment: No response needed.
23	6/4/2023	Joifrom	Suggested Development	Geoffrey Kaengen	N/A	ANC will never be a world class airport as long as there is no rail connection to the city...and the worst part is, there is a train station that leads straight to Downtown. ANC needs to work with the Municipality to start up a rail line from the Airport, Spenard, Downtown, to Mid-Su with trains at least two to three times an hour. It's shameful that ANC only caters to summer tourists and motorists. Please make efforts to be a developed airport like the rest of the modern world.	N/A	N/A	Comment: No response needed.
24	6/12/2023	Email to Project Email Address	Process	James Ho	SITA	On behalf of SITA and our team assigned to support Ted Stevens ANC development needs, please reach as follows: James Ho Regional Director / Head Northwest Sales Company Cell - 206-3513819 Email - James.ho@sita.aero Seattle WA On any MSI (Master Systems Integrator) and/or Airport Systems Integrator framework level area requirements (Common User, check in, self service, bag drop, and to end biometrics for both passenger and/or employees, back end Airport RMS (resource right system and operational database), EVDS - electronic visual information display platform up to and including PA (public address) system in form of SITA IDS (integrated display solutions) Ted Stevens ANC might need. SITA is one of the few Total Airport IT solutions who can execute and integrate at the MSI level if ANC requires a system refresh at that level. If you need Digital Twin and/or total carbon tracking programs etc, please let me know as well, thanks. SITA at Airports, SITA for Borders (control), SITA for Aircraft (up to and including ATC tower solutions) and SITA Data Exchange and Communications come under my overall responsibility in support of ANC. Thanks, looking forward.	N/A	N/A	Comment: No Response Necessary
25	6/20/2023	Email to Project Email Address	Process	Shelly Schwenn	N/A	Morning, Is there a way to website to view the proposed updates to the master plan? Thank you, Shelly Schwenn	6/23/2023	Alice Rademacher	Hi Shelly, A draft master plan is not available for comment yet. Although, the materials shared at the May 31, 2023 Public Meeting are available on the Public Outreach page of the project website (https://ancmpu.com/getinvolved.html). I added you to our project email distribution list so that you'll be made aware of upcoming milestones. You may unsubscribe from this list at any time. Please let us know if you have any questions or comments. Thank you, Alice Rademacher ANC MPU Project Team info@ancmpu.com
26	6/21/2023		Process	Alex Proskak	AWWU	Thank you for the opportunity to comment on the TSAUA Master Plan Update. AWWU will wait to comment further until additional information is available for projects associated with the Master Plan. AWWU's only comment at this time is that we request the TSAUA boundary be shown in the graphics. This will help distinguish airport property from adjacent properties. Thank you.	N/A	N/A	Comment: No Response Necessary
27	9/10/2023	Phone Call to Project Initiate	Cargo Growth Nearby Neighbors Noise	"Roger"	N/A	Hey, this is... Megan, I live pretty close to the airport and have had a huge increase in cargo planes flying over my house way the increase of goods being brought online due to covid and I purchased becoming busier. So, I guess my question is, and what would like to possibly discuss with someone, I guess, is just how the airport plans to monitor the noise (I understand that has to do with communication nearby). I mean it's a south, main daylight. Four planes just took off and 10 minutes of each other. All the big, heavy with card on them, and so, it's just WB there be updates to housing structures? Or is it that like a one and done for that? AA money that went out for that? Guess I just have a bunch of questions, so, just curious if that's being with you into at all with the master plan update and wanting to make this airport, you know, a revenue source of revenue for the city, and financially green, and whatever. So, yeah. Those are my questions. My phone number is (907) 602-2420. I would love to talk to someone. Thanks, Bye.	10/5/2023	Katherine Wood	Left voicemail. It is Katherine Wood, working on the ANC MPU and we received a phone call from Hogan on 9/10 from the number and trying to reconnect about noise. Give us a call back. Thanks, bye.
28	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Do we have any idea how long the master plan will take and how does it affect the Lake Hood Master Plan?	9/14/2023	Evan Pfahler	The current ANC Master Plan will take 18-24 months to complete. We expect that a Lake Hood Master Plan will be <u>undated soon, probably in the next 2 or 3 years</u> .
29	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	How do the ANC and Lake Hood Master Plans work together?	9/14/2023	Evan Pfahler	Both facilities serve very different types of air travel. The FAA Airport Traffic Control Tower controls the airspace for both airports and will continue to do so. However, from a facility planning perspective, they're <u>separate</u> .
30	9/14/2023	Public Meeting Q/A	Parking	N/A	N/A	How accurate is comparing vehicle parking between Anchorage and other airports of similar size?	9/14/2023	Evan Pfahler	Additional parking will be required in Anchorage and while some airports of similar sizes might not necessarily require the same amount, we believe that additional parking capacity will help ANC.
31	9/14/2023	Public Meeting Q/A	Cargo Growth	N/A	N/A	Does ANC actually prioritize and value GA development when air cargo activity is a greater revenue stream?	9/14/2023	Evan Pfahler	ANC is a public-use airport and therefore cannot restrict use of the facility to one type of user or another. It's open to all aircraft operators that want to use the facility. People that use ANC for GA mostly fly pretty large aircraft that work well with the infrastructure that exists at ANC and they would benefit from upgrades at the airport. It's not prioritized, but the GA demand exists at ANC, and the existing runways and infrastructure <u>support</u> it.
32	9/14/2023	Public Meeting Q/A	Contaminations	N/A	N/A	Re: PFAS at the airfield, how you looked at that with the facility requirements or is that one of the alternatives? How does that affect the airport?	9/14/2023	Evan Pfahler	Good news, FAA issued a cert alert just this week that allow a non-PFAS foam to be used by airport firefighters. FAA has not issued guidance or funding on it yet. As for PFAS, we know it exists in soil at the airport and it's a consideration we're taking in alternative planning. As funding is available and rules are clarified, the airport will meet new regulations and guidance to address the problem.
33	9/14/2023	Public Meeting Q/A	Parking	N/A	N/A	How does passenger count drive the parking need?	9/14/2023	Evan Pfahler	Anchorage has a high proportion of tourists that come through, and that's partially why our parking requirements are lower than other airports of similar size (rental car, tour bus, etc.). We don't have all the necessary data yet for our analysis, but it's a component of why our parking is less than others.
34	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	What is happening with the moving ATC tower?	9/14/2023	Evan Pfahler	The ATC tower at ANC but it's not owned by the airport. It's owned by the FAA, operated by the FAA, and the FAA has made the decision to relocate the tower. They are doing environmental and engineering studies <u>related to the movement of the tower</u> .
35	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	In the East Airport there is a railroad spur on top of a berm, are there any plans to remove those?	9/14/2023	Evan Pfahler	No.
36	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	That beautiful train terminal is drastically underused. Is there any way to use that for tourists to get them from the airport?	9/14/2023	Evan Pfahler	That's a question for ARBC, and not something that the airport can control, as ARMC owns and operates the train terminal. We can discuss that feedback. It's primarily used to take tourists to Whittier and Seward.
37	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Is this considered a master plan update or a new master plan?	9/14/2023	Evan Pfahler	Other term works. The airport has a master plan, and we update it regularly, so the same steps are required for either.
38	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Many of us are not familiar with the last master plan update; what was implemented with the last one? Or what forecasts came true?	9/14/2023	Evan Pfahler	We do consider the recommendations made in the previous master plan. Since that time the airport had grown up until COVID, which changed the dynamic of the airports. The airport is currently bouncing back. This year is expected to be a record. Planned activity levels from the previous update are being considered for this update. Additional changes include updates to the airfield to comply with the FAA standards. The airport has implemented the FAA requirements over the last decade, exactly as recommended.
39	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Are comments being taken on record? Or do we need to write them down ourselves.	9/14/2023	Katherine Wood	We are taking notes. If you want your words verbatim or for any other reason, you can always write down <u>comment as well. Each question and comment has the same weight</u> .
40	9/14/2023	Public Meeting Q/A	Cargo Growth	N/A	N/A	Is it within the scope of the master plan to help cargo growth with incentives?	9/14/2023	Evan Pfahler	Generally, no. We look at rules in place and try to understand possible growth and plan around big economic trends <u>globally, nationally, and locally. We go as shipping incentives</u> .
41	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Where is the dividing line between Lake Hood and the MPU and?	9/14/2023	Evan Pfahler	(Directed to map). The dashed yellow line indicates the ANC boundary. At Lake Hood, 39 new aircraft parking spots are being developed to accommodate those that were closed to make room for the relocated ATC <u>tower</u> .
42	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	Is there any indication that the East Airport will be treated any differently in this master plan in relation to the last master plan?	9/14/2023	Evan Pfahler	It's an important part of airport operations. The Master Plan is looking at how best to make use of the real estate in that area. Airport staff are also evaluating how to make things "flat" in the East Airport. Between leasing and the Airport Director, they are working on updating how the Airport does leasing and it is in development right now to increase consistency in leasing practices so that tenants can plan accordingly.
43	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	In terms of people/airlines in the interior of the airport, how much is that addressed? I find it a disservice to airport users that there is a private lounge built in a public place that the public can't use. We can no longer access the public art that is now enclosed in the Delta Lounge.	9/14/2023	Evan Pfahler	You have the right to enter that facility if you express your interest in viewing the art in that area. The Airport is starting process to move that art out of that space and make that more available to the public. The art may be moving to the connector to the rental car facility. As the airport operator, if a tenant expresses interest in leasing space in the terminal and it is available, the Airport is required to lease it to them.
44	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	I am interested in how the North Terminal will be presented in the Master Plan.	9/14/2023		Yes, we will be focusing on that in the Alternatives.
45	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	As a passenger with a pet, are you going to add any relief in the airport?	9/14/2023	Crstin Jones	There is one in the B Concourse. It's called a SAA, or Service Animal Relief Area.
46	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	Has there been any effort in trying to align the master plan updates between ANC and Lake Hood?	9/14/2023	Craig Campbell	The FAA encouraged separating them since the facilities cater to different kinds of users, but the plan is to align them so the Lake Hood Master Plan is completed a few years after the ANC Master Plan. This allows for each Master Plan to focus on the needs of the specific facility as each facility is <u>initiated</u> .
47	9/14/2023	Public Meeting Q/A	Park Protection	N/A	N/A	In the last master plan updates, there was supposed to be a bike path on the edge of the airport boundary. What happened to that?	9/14/2023	Evan Pfahler	That recommendation was part of the Lake Hood Master Plan. It's still in the capital plan to be implemented, but it hasn't been implemented yet.
48	9/14/2023	Public Meeting Comment Form	Cargo Growth	Anonymous	N/A	Move cargo airport across inlet!	N/A	N/A	Comment: No Response Needed.
49	9/21/2023	Joifrom	Parking	Gabrielle Jordan	Delta	In spring 2023, the employee parking rate for airline employees who commute out of ANC to work at another airport was revised. Delta Air Lines alone has over 35 pilots who live in the Anchorage area but don't work at Ted Stevens. There are countless more pilots and flight attendants from United, American, and Delta who spend up to 18 days away from home each month. The \$15/day parking fee adds up quickly and often times it's more expensive to use Uber/Lyft than round trip. Generally, airports offer monthly employee rates to commuters because they realize that while those employees don't work at that specific airport, they bring significant value to the community and economy in which they live. The major airlines are hiring pilots who live in Alaska at a rapid rate. That's no surprise, as Alaska's aviation industry is projected to be the fastest growing in the world. Many of those commuters find themselves in a transition zone, trying to decide whether the commute to ANC relieves value in their families and personal lives. Spending over \$300/month on parking may not be the driving factor, but it can be a deciding factor when those commuters analyze a move out of Alaska. Please consider re-implementing a reduced monthly parking rate for commuting employees. I understand there is a parking shortage at the airport but the frustration and lack of flexibility of the current situation has a ripple effect throughout our workforce. Thanks for your time, Gabrielle Jordan Delta Air Lines	10/4/2023	Pearl-Grace Pantalone	Thank you for your comment, Gabrielle. We hear your struggle with parking. Parking for both employees and passengers does not adequately serve the needs of the Airport. In comparison to similar airports, Anchorage is below peers in annual passenger counts to parking ratios. About 44% of vehicle parking is located off airport. Preliminary results show that additional parking is needed in the near future. As a part of the master plan, the team will conduct a parking study to determine a right-sized solution for the parking challenge. Please stay engaged with the process, we hope to share ideas about parking and other solutions at our next public meeting. We've added you to the mailing list so you can get an update when that is announced. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com

50	9/21/2023	Email to Project Email Address	Suggested Development	Al Sachs	N/A	The mix of aircraft operating out of ANC is a unique and engaging feature of our home airport. I hope that ANC finds it possible to preserve this as development and growth continue. It would be lovely to see the aircraft mix featured more prominently in our passenger terminal. The dining and retail space in SGA's main terminal with its glass curtain wall overlooking the runways is a focal point and popular gathering place in that airport. I always go there when I have time to spend between flights. A similar space that allows passengers to view the aircraft operating in and out of ANC (and Lake Hood, if possible) would be a wonderful addition to the terminal amenities. Telescopes would be great too, along with some graphic displays showcasing the various aircraft and company missions to help people interpret what they see. These graphic displays could be an opportunity for ANC to generate some income from "advertising" by having companies sponsor the display showcasing their aircraft and operations. Thank you for holding an organized and informative public meeting about the ANC master plan update. I hope to be able to attend the next one.	N/A	N/A	Comment: No Response Needed.
51	9/22/2023	Email to Project Email Address	Parking	Michelle Dietz	Delta	Hi I am a Delta Air Lines Captain that lives in Alaska and commutes to Seattle for work. There is no parking for us. The Port Authority won't allow us to obtain a SGA badge, which is what gains entry to the employee parking lot. We have had no employee parking since March 31, 2023. We were told it was going away until October due to construction and now the Port Authority won't let us back into the North lot. We were paying \$65 a month. Please grant us our employee parking again, either through the SGA badge route that Alaska Airlines uses, or through the North lot monthly fee. Feel free to contact me at 907-351-2419 if you want more information.	10/4/2023	Pearl-Grace Portaleone	Thank you for your comment, Michelle. We hear your struggle with parking. Parking for both employees and passengers does not adequately serve the needs of the Airport. In comparison to similar airports, Anchorage is below peers in annual passenger counts to parking ratios. About 44% of vehicle parking is located off airport. Preliminary results show that additional parking is needed in the near future. As a part of the master plan, the team will conduct a parking study to determine a right sized solution for the parking challenge. Please stay engaged with the process, we hope to share ideas about parking and other solutions at our next public meeting. We've added you to the mailing list so you can get an update when that is announced. Thank you, Pearl-Grace Portaleone ANC MPU Project Team info@ancmpu.com
52	9/27/2023	Phone Call	Noise	Scott Lazarus	Moose Medical Solutions	Yes, this is Scott Lazarus, and my phone number is (907) 430-7452. And just wondering, how late are the trucks going to be continuing to run to the airport? For construction. They've been running through 11:30 every night for the last couple of nights. I don't know if this is a new change, and that's going to continue, but they're using their jake breaks, down regularly, and/or, at least, so, yeah, just wondering to, hopefully, that's not going to continue, but just would like to know. Thanks, Dave.	9/28/2023	Pearl-Grace Portaleone	Thank you for your comment. I appears that the construction is related to the NorthLink project currently underway. You can reach out to their project staff for construction activity times at NorthLink Aviation.com or 807-881-6350. Thank you.
53	9/30/2023	Email to Project Email Address	Process	PI Cranmer	Commodity Forwarders	Do you know when the next meeting is so I can plan ahead?	10/4/2023	Pearl-Grace Portaleone	Good morning! Thank you for reaching out to us! Our team is currently working on developing alternatives and are shooting for a mid-December or mid-January meeting. As soon as we land on the date, we will send out a save the date to our committee members. We will be in touch soon!
54	10/29/2023	Email to Project Email Address	Parking Suggested Development	Lu Forsman	Resident	hello, I attended the public meeting at Coast Inn and thought I would add my 2 cents. Main issues I got out of it were parking, new tower, expansion of gates. Yes, parking is a real mess and need for more. I would consider another multi (3) story parking garage in the flat open lot behind the current garage. A longer walk so a slight decrease in price, plus a slight increase in the front lot. The other option would be a garage outside the north terminal. After the meeting we drove over to where the new tower was to go, which now has been emptied out. Great location with more visibility. BUT I would not remove the other tower right away. Think of that as a tourist star for a small fee to get a great view of the airport and Lake Hood. Tour companies could get a very reduced rate to let tourists visit as part of their itinerary. History of Lake Hood. Plus another "tag on" might need the two towers. Expand to the south and around to the point where it won't interfere with existing airport companies. I remember one man concerned about his business. Expand the original North terminal (I've arrived there many years ago). Expand the open lot between that location and the FedEx as a flat large plane parking. Those large planes now being used at the North terminal. Currently I don't see the airport gate expansion being needed yet, rarely are all gates filled with planes even in the height of summer travel, but eventually it will hopefully happen. Parking and new tower should top the list. Finally, work with the Alaska Railroad on better use of the beautiful train depot from the downtown airport. Grindwood-Seward and return same manner. It should be one of their stops during summer months. It would pick up more people living south who could get off (such as south of Grindwood) and wait for a pickup ride to southern locations. People in the future would not have to drive as far, chopping up the two lane road of Turnagain arm. How much difference in time would it take for a small detour to the airport.	N/A	N/A	Comment: No Response Necessary.
55	11/10/2023	Phone Call	Noise	Sybil Hogan	Resident	807-602-7429 Sybil Hogan Concerned about noise. Lives near Raspberry and Sand Lake. Understands that on windy days the traffic needs to depart to the south, but I am concerned with the times that it continues to happen even without the wind. Also NorthLink expansion project with the tree cutting has increased noise and she is now am hearing more East-west runway noise and experiencing ground vibration in her home. Questions: is there a plan to put in long term noise monitors? What's going to be done about noise and updating housing structures? My home didn't meet the year cutoff in 2015. "Do they care? And what are they going to do about it?"	11/10/2023	Katherine Wood	I talked her through the aviation forecast work that is being done with the master plan, and the intent to do a Part 150 Noise study following the master plan using that forecast. Said the timing was likely 1-2 years out. She asked how else she could be engaged in developing solutions, and I encouraged her to connect with her local community council, and also to watch for the Part 150 process, as there may be some opportunities there for her. Call ended well.
56	11/28/2023	Email to Project Email Address	Process	Andrew		Hi, "info@ancmpu.com" sent an email to you a few days ago but did not receive any reply from you. Would you like to receive my costs and estimates for website design? Thanks, Andrew	N/A	N/A	No response necessary
57	1/22/2024	Email to Project Email Address	Communications Sign-up	Kelly Yanchuk	CRW	hello, I was wondering if the online open house will be recorded if we are unable to attend during the live time? Thanks, Kelly	1/23/2024	Pearl-Grace Portaleone	Hi Kelly, Thanks for reaching out to us! If you cannot make the live in-person meeting on February 6th you can visit the online open house. The live meeting will not be recorded. The online open house will be live on the website from February 6th to the 20th. We archive all online open houses and you can view them on our website at any point into me after it closes. Here is the link where you can see the May and September archived meet-ups: Ted Stevens Anchorage International Airport Master Plan Update Online Meeting (ancmpuonline.com) Let me know if you have any other questions or concerns. Thank you! Pearl-Grace Portaleone ANC MPU Project Team Member
58	2/6/2024	JoForm	Runway Capacity	Tina Toman	Resident	Brian refused to see that 1) putting in another runway is not being contemplated now, and 2) if necessary another location would also be considered. It occurs to me that should international relations deteriorate, having so much critical infrastructure for our state in only a few locations around Anchorage could leave us quite vulnerable. I have always thought that expanding the airport is a better idea than for cargo would be smart. Additionally, it always saddens me when I see tourists walking between the airport and downtown, pulling their bags. They may have been deceived into thinking that a train station at the airport would connect them easily to downtown (as it would from almost any other airport in the world), or knowing that the walk is only a few miles, that it could be pleasant. Working with the city and state to create non-motorized access for airport passengers and locals is overdue, including secure bicycle parking, bicycle vendors, and hospitable routes that connect the airport with the city.	3/13/2024	Gareth Hanley	Hi Tina, Thank you for reaching out and sharing your comments. The preliminary plan for increasing airfield runway capacity is similar to the previous Master Plan - a demand phased approach - where a new runway would only be built at ANC if there was a demonstrated need and if other options were exhausted, which includes consideration of a new runway at another airport within the state. The Master Plan alternatives will also consider ways to implement infrastructure improvements for alternative transportation modes. It will also document existing public transit options available for people to access the Airport. Regards, Gareth Hanley ANC MPU Project Team Member
59	2/6/2024	JoForm	Suggested Development	Lu Forsman	Resident	Regarding the new TOWER location which gives more visual of the airfield. I do however, hope the old tower is not removed. I think it would be a great tourist sight with a wonderful view of Lake Hood and the surrounding mountain range. I think buildings should be repurposed whenever possible.	3/13/2024	Gareth Hanley	Hi Lu, Thank you for sharing your comments. The plan is for the existing Airport Traffic Control Tower to be demolished once the new Tower is constructed and operational. While I agree that the existing Tower would make a great observation deck, there are higher and better uses for that site to accommodate the forecast demand. The Master Plan is exploring options to construct more vehicle parking on the site of the old Tower to accommodate the existing and future need for vehicle parking. Regards, Gareth Hanley ANC MPU Project Team Member
60	2/6/2024	Email to Project Email Address	Communications Sign-up	Lu Forsman	Resident	For those of us who may not be able to attend.	2/21/2024	Pearl-Grace Portaleone	hello, Thank you for reaching out to us. All our public meeting materials are available online including presentation, posters, and other materials presented at the live event. The online open house is open for two weeks after the meeting, and archived on our website. Here is a link to the latest meeting: https://ancmpuonline.com/February2024_OOH/ Thank you, Pearl-Grace Portaleone ANC MPU Project Team Member
61	2/6/2024	Public Meeting	Various	Various	Various	Various at Public Meeting #3	2/6/2024	2/6/2024	Live Q/A.
62	2/7/2024	Email to Project Email Address	Suggested Development	Lu Forsman	Resident	Bliss the idea of a Hotel at the airport in the current tower area, but I still think the old tower should be in the plan as a viewing tower. A small fee, could still be charged.	3/13/2024	Gareth Hanley	Hi Again Lu, Thank you for sharing. Converting the Tower to an observation deck would be a nice tourist attraction. However, demolishing the Tower and converting the land area into a hotel or additional vehicle parking would provide a greater benefit to the airport users. The FAA requires the Airport to use all of its land strategically to serve the needs of its users in the most effective way possible. So at this time, converting the land area into a hotel, parking, or another facility that serves travelers and/or airport employees is identified as a higher need. Regards, Gareth Hanley ANC MPU Project Team Member
63	2/7/2024	JoForm	Suggested Development	Chelsea Ward-Walker	Resident	Please consider improving biking, walking, and transit options to access TSA before increasing vehicle parking and adding new roads for vehicles. Examples include secure, indoor bike parking, improved pedestrian facilities, and working with Anchorage Public Transportation Department to increase the number of routes that have a stop at the airport (this is already part of the short-range Transit on the Move plan). All of these options are a fraction of the cost of building new parking and roads. Thanks!	3/13/2024	Gareth Hanley	Hi Chelsea, Thank you for reaching out. Those suggestions will be included as considerations in the Master Plan alternatives process to increase access options for people traveling to/from the Airport. Regards, Gareth Hanley ANC MPU Project Team Member
64	2/7/2024	Email to Project Email Address	Communications Sign-up	Daniel R McKenna-Foster	Resident	hello, There seem to be some functionality issues with the website: https://ancmpuonline.com/ The draft concept images do not expand something is loading but I can't figure what. These links seem to jump to the top of the page These links do not seem to work: Thank you, Daniel	2/21/2024	Pearl-Grace Portaleone	Hi Daniel, Thank you for reaching out to us and providing examples of challenges you encountered with our online public meeting. The online open house is now archived and should work for you here: https://ancmpuonline.com/February2024_OOH/. Thank you and have a great day. Pearl-Grace Portaleone ANC MPU Project Team Member
65	2/13/2024	Email to Project Email Address	Suggested Development	Steve Larsen	FAI	hello, not sure who to send to. My father begged this polar bear legally in Alaska in 1968. I thought maybe you folks or friends could purchase. He stands 8 foot 6 inches on the base. Asking \$5k. He is a very nice mount. Contact me here or message me 208 660 8552 Thank you, steve larsen	2/13/2024	Zak Mitchell	Steven Larsen <slarsenid@gmail.com>; DOT FAI <DOT.FAI@alaska.gov>; Good afternoon, Thank you for reaching out with your inquiry. This is an incredible piece your family has acquired. The airport does not accept solicitations of this nature and is not interested in making a purchase of this kind. We do wish you luck. Zak Mitchell Communications Manager Fairbanks International Airport 6450 Airport Way, Suite 1, Fairbanks, AK 99709 1-807-474-2586 1-807-474-2512

66	2/18/2024	JoForm	Parking	Melissa Babbs		Thank you for the opportunity to comment on the Airport Master Plan Update. I do not have any comments about the expansion of the terminal. The layouts seem reasonable based on my extremely limited knowledge of aviation planning. What did surprise me was the assumption that all future landside traffic will arrive by car. The implications of this for International Airport Rd and West Northern Lights Blvd (NHL) are significant. NHL is already a popular "bypass" to the airport for locals, even though it is not designed for high traffic volumes. An increase in car traffic at the volumes predicted in the plan could very easily have a long term detrimental impact on NHL and the Turnagain neighborhood. Additionally, the increase in private vehicle traffic will directly conflict with landside cargo/package delivery traffic to and from the airport, both on International Airport Rd and NHL. Was there any coordination with the MDA or ARMC to explore public transit options for travelers? There is a gorgeous train station at the airport, yet there is absolutely no mention of it in the plan update. If travelers were offered the opportunity to park in secure train station locations elsewhere (in the Valley, Gridwood, or in Anchorage) and board the train to the airport, wouldn't that alleviate some of the expected congestion on International Airport Rd? Express buses serving the airport from satellite parking locations would accomplish the same. Please also consider the recent interest in active transportation and if providing facilities for bikes and e-bikes both in transit corridors (bike lanes) and at destinations. MDA code was recently updated to require secure bike parking as a part of any new development. I don't think MDA bike parking code applies to airstrips, or even to state facilities, but it reflects a change in travel behavior that probably shouldn't be ignored. I cannot imagine riding my bike to the airport to catch a flight, but I do know people who would prefer that option over having to drive and park. Please include some information in your plan update about public transit, and possibly active transportation routes/parking options, even if it is just the reasoning behind eliminating those items from future development scenarios. Thank you, Melissa Babbs	3/13/2024	Pearl-Grace Partalane	Hi Melissa - Thank you for sharing your comments. The Alaska Rail Road Corporation (ARRC) owns and operates the both the rail lines in Alaska and the train station at the Airport. The Master Plan can document the desire to evaluate alternative access modes to TSAIA to help relieve road congestion and reduce demand for car parking. The Master Plan team has coordinated with the MDA throughout the Master Plan process. Staff members from the MDA Planning Department are on the ANC MPU Stakeholder Working Group and participate in these meetings. Thank you for sharing the trends for changes in travel behavior. The Master Plan alternatives will document ways to implement infrastructure improvements for alternative transportation modes. Lastly, the Master Plan will document existing public transit options available for people to access the Airport. Regards, Gareth ANC MPU Project Team Member
67	4/27/2024	Email to Project Email Address	Nearby Neighbors	Jill Reese	Resident	Thank you for receiving comments on the ANC Master Plan update. I live in Spentard on Lois Drive and have been there since 2015. For at least the last year, most nights, I have been feeling vibrations every few minutes continually, dark enough to interrupt my sleep repeatedly. It's not noise. It's vibrations. I understand this is due to the large size of the cargo jets and the use of their flaps. I inquired at the airport and was told the planes were being rerouted over Spentard frequently due to weather and wind conditions. This is unbearable. I stay reclused at the time due to not getting enough sleep. I can't imagine this is going to get any better as the airport seems to enlarge its capacity even further beyond what it is now. If the airport just continues to build, build, build, it will further negatively affect the quality of life in Anchorage neighborhoods even more than it has already and push away people that would like to live here. The cargo functions are inappropriate and outdated for Anchorage. If the daily lives of the residents in the neighborhoods surrounding the airport are of concern (or last) consideration, then I think we need ask ourselves, "who are we serving?" The end-use of the jobs are important, but if you turn the neighborhood's quiet enjoyment, what are they worth? I suggest that the number one reason for the government to exist is to support the safety and quality of life for its residents and create an atmosphere in which people want to invest their lives and grow their families. If that is not first on the radar, then I must ask, "who are you serving?" Right now, it seems like that answer is large corporations that employ you as a pump and dump and don't even ship to Alaska. Sincerely, Jill Reese 907-575-9618 2980 Lois Drive, Anchorage, AK 99517	5/1/2024	Pearl-Grace Partalane	Hi Jill, Thank you for your comment on the cargo operations within the airport. We understand that the activity is challenging for you. As part of the Airport Master Plan, an aviation forecast was completed and approved by FAA this past fall which showed a growth in cargo tonnes of 2.8% per year over a 20-year planning period. However, the Master Plan process does not include a detailed evaluation of noise impacts. Once the Master Plan is complete, the Airport will complete a voluntary Part 150 Noise study using the above mentioned forecast to better understand noise impacts and to determine if any mitigation might be needed to meet federal requirements. The start of the Part 150 Noise study is anticipated to be 1-2 years out. If you are interested in being engaged to developing solutions, we encourage you to connect with your local community council, which from the address provided would be Spentard Community Council. When the Part 150 process comes, there will be opportunity for you to again share your feedback on airport noise and vibration. Thank you, Pearl-Grace Partalane ANC MPU Project Team
68	5/15/2024	Email to Project Email Address	Nearby Neighbors	Jill Reese	Resident	Hello, Pearl-Grace. Thanks for your response. I commend the department for doing the noise study voluntarily. However, I want to add to the public comments that the effects of vibration should be studied separately and in addition to noise. Vibration has different causes and, as understood, can be related to the increase in the size of cargo planes and the use of flaps. Vibrations can be transmitted through the air and felt on the ground, especially during takeoff and landing, when large cargo planes fly at lower altitudes. The negative impact of those vibrations on communities can be significant. An online search provided information on impacts which are already evident in our communities: Vibrations from low-flying or large aircraft can cause perceptible shaking of buildings, which may lead to structural damage over time. (This is particularly concerning in an area known for subsidence.) The sensation of vibration can disturb the residents, causing discomfort and annoyance. It can also lead to concerns about the structural integrity of their homes and the potential for property damage. Vibrations can interfere with activities that require focus, like reading, studying, working, or using certain types of equipment. Again, thank you for the opportunity to comment. I already receive the Spentard Community Council's emails and information and appreciate their efforts and advocacy for the residents. Sincerely, Jill Reese	5/24/2024	Pearl-Grace Partalane	Hello again, Jill, Thank you for sharing your research with us. We appreciate your passion and understand how the airport activities affect you. There are no Federal Aviation Administration regulations pertaining to aircraft generated vibration effects to structures or interference with activities. However, the Airport will take your comment into consideration. All comments received during the Master Plan process will be included in the final document so this will include documentation of your concern and your desire that the Airport conduct a vibration study. Thank you, Pearl-Grace Partalane ANC MPU Project Team
69	5/31/2024	Email to Project Email Address	N/A	Christi Faust		Hi, I recently read about Cathy Gleason's recent comments on the airport master plan, during this week's public event -- specifically, the location of a possible fourth runway. Can you clarify whether the plan specifies a proposed location for a fourth runway? When I look at the slide on runway options, it seems very general and doesn't show anything like the specific map diagrams in other parts of the plan. Could you direct me to where in the plan describes that? Or was the drawing simply meant to convey the idea of a fourth runway, without specifying a location? Thank you, Christi Faust	6/21/2024	Evan Pfahler	Hello Christi, Thank you for your comment. The Airport is not pursuing a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to continue operating safely and efficiently for years to come. For more information on the preferred alternative, please visit our online open house at Ted Stevens Anchorage International Airport Master Plan Update Online Meeting (https://www.anchoragemasterplanupdate.com). If you advance through to the section titled Preferred Alternatives Overview, you will see an area reserved for potential location of a fourth runway. This is shown as a lined red area within the legend called "Area Preserved for Future Development." This is intended to preserve the Airport's flexibility to consider a runway in this location in the future. It allows the Airport to preserve the land within its property boundary for a new runway if it is needed in the future. The "Area Preserved for Future Development" correlates to the location of a conceptual new runway at Ted Stevens Anchorage International Airport that was initially presented as part of the 2014 Airport Master Plan. It is depicted on page 6 of the Airport Layout Plan that is saved on the Airport's website. While the preferred alternative identifies a potential location for a new runway, a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Master Plan Update will seek to optimize use of existing facilities as long as it remains practical. If and when demand materializes, the Master Plan recommends that the Airport evaluate adding capacity through another runway in Anchorage or at another location in Alaska. Thank you, Evan Pfahler ANC MPU Project Team
70	5/31/2024	Phone Call	Alternatives	Cynthia Wentworth	N/A	Phone call from Cynthia Wentworth 907-653-7796, she referenced and would like to submit this article as her comment: OPINION: The Alaska Railroad was Gov. Bill Sheffield's legacy and his dream. Let's expand it. - Anchorage Daily News. (https://www.adn.com/opinion/2024/05/31/opinion-the-alaska-railroad-was-gov-bill-sheffields-legacy-and-his-dream-lets-expand-it/) Would like the ANC MPU to identify hotel locations and not just wait for a developer to come to the airport. This would be important to quote. This would support Sheffield's long-term vision of the station serving as the lobby of a hotel. This could support multiple trains a day and the hotel would make a difference on how many people would take a train. This could be potentially attractive and support commuter rail. Perhaps even the memorior could be in the airport.	5/31/2024	Katherine Wood	Live phone call.
71	6/29/2024	Public Meeting	Alternatives	Various	Various	Various at Public Meeting #4	5/29/2024	5/29/2024	Live
72	6/1/2024	JoForm	Park Protection	Tari Inch	N/A	No ways to the airport plan intruding at Point Woonoff and a portion of the Tony Knowles Coastal Trail.	6/21/2024	Alice Horowitzky	Hi Tari, Thank you for your comment. Your suggestion will be documented in the Master Plan Update. Alice Horowitzky, ANC MPU Project Team
73	6/7/2024	JoForm	Transportation Options	Chelsea Ward-Walker	N/A	Please consider funding improved transit service and active transportation facilities (sidewalks, crosswalks, bike lockers, etc.) before/in addition to the parking expansion. Transit and active transportation are a fraction of the cost of a new parking garage and support the plan's goal of Environmental Sustainability/Awareness.	6/21/2024	Alice Horowitzky	Hi Chelsea, Thank you for your comment on transit. We will document this in the Master Plan update. Decisions on transit service and funding are made by the Municipality of Anchorage's PeopleChoice. The MDA was part of our stakeholder working group and their planner assigned to that effort will receive the Final Master Plan update. Thank you, Alice Horowitzky, ANC MPU Project Team
74	6/7/2024	JoForm	Alternatives	Jason Norris	N/A	Thank you for the opportunity to review and comment. I would like to provide a comment on the preferred landside alternative. I believe this is not an efficient use of resources and should be reconsidered. The \$430M used to provide car storage could be used in other ways that provide greater public access to the airport and provide other ancillary benefits to the general public by using existing infrastructure. There is an existing train station downtown plus one at the Airport which Alaskans are not generally given the opportunity to use, plus existing tracks. There are existing tracts to downtown. For the price of a few stations (parking at Spentard and north, between Spentard and Main, Northern Lights, and Westchester) plus the price of the train cars themselves Anchorage could have rail service that decreases the need for both employee and traveler car use, decreasing the need for additional parking, increasing mobility throughout west Anchorage, and connecting two major hubs of economic activity. I suggest that TSAIA, AMATS, and Alaska Railroad discuss what the requirements and costs would be and conduct a full, comprehensive benefit analysis of such an alternative including number of car trips (both parking and pick-up/drop-off) avoided along with decreased vehicular costs, decrease in parking demand, decrease in emissions, and other economic benefit categories, as appropriate. In doing so, this should be compared with the same categories for the preferred alternative, which would induce demand for car trips to/from the Airport, increasing traffic and wear and tear on roads, increasing emissions, vehicular accidents, etc. In short, the preferred alternative seems to be moving in the opposite direction of Anchorage, which is trying to provide greater transportation choice to our residents. The alternative I proposed above would provide that. Thank you.	6/21/2024	Alice Horowitzky	Hi Jason, Thank you for your comment. We will document your suggestion in the Master Plan Update. Alice Horowitzky, ANC MPU Project Team
75	6/24/2024	JoForm	Alternatives	Lee	N/A	What about designing the renovated North Terminal with swing gates instead of designing same gates as international and others as Domestic? There could be a glass corridor around some or all of the gates as other airports have done. I would think that this would gain the most flexibility. Also I think a design of the North Terminal lobby with a separate departure and arrival level would be great, or expanding the South Terminal check-in/arrival lobby to the North could make for a better passenger experience.	9/10/2024	Pearl-Grace Partalane	Hello Lee, Thank you for your comment. This suggestion has been documented in our master plan. Great ideas. Some of those ideas were discussed with our airline advisory and stakeholder working committees as well as the airport staff. Thank you, Garth Hanley ANC MPU Project Team

76	5/29/2024	Comment Form Submitted at Public Meeting	Park Protection	Cathy Gleason	Turnagain Community Council	Hi ANC, After you left the meeting this morning, Cathy Gleason was asking for an update on the status of the joint MOA-USACE-ANC study addressing the erosion at Pt. Woronof. If you have any info, would appreciate that. She will be back tonight and I said I'd see what I could determine. Last I heard, the USACE had completed the Phase 1 study, and was working on the Phase 2 study. Correct? Sounds like MOA is speaking to Turnagain CC about an emergency relocation of the Coastal Trail on Pt Woronof due to ongoing erosion. Thanks, Katherine Wood Pronouns: she/her/hers Vice President HOF 582 E 38th Ave, Suite 500 Anchorage, AK 99503-4169 D 907.644.2153 M 907.223.4990 katherine.wood@hstnc.com hstnc.com/follow-us	7/24/2024	Katherine Wood	Cathy, Thank you for your patience as we further investigated this. The U.S. Army Corps of Engineers (USACE) completed a Reconnaissance Study in July 2015. We have attached Section 102, which is the Fact Sheet of the study. In March of 2024, ANC made a commitment to continue as a joint sponsor with the Municipality of Anchorage for the Point Woronof Bluff Erosion Mitigation project's feasibility study in partnership with USACE. This feasibility study includes field work and a 35% design for 3 years at \$3M. Work cannot commence until funds are appropriated by Congress and a Feasibility Cost Sharing Agreement is signed to initiate a new study start. Request for funding is currently underway; however, it is not clear on when funding may be received. Thank you, Katherine Wood ANC MPU Project Team
77	6/29/2024	Email to Project Email Address	Other	Andrew & Claire Kinnard	N/A	Attr Katherine Wood Hi I wonder if you can help? We caught flight A680 on the 24th June from Anchorage to Seattle before an onward flight to London Heathrow. When going through airport security my wife's carry-on baggage had to be opened and checked. On returning to the UK her necklace pendant was missing. It's a 18" x 4" x long oval, but could the pendant have accidentally fallen out and been found later and handed in? It is a small polished wood pendant with inlays and a small green semi precious stone inlaid in one corner. I would be very grateful if you respond if this could be looked into. Thanks Andrew & Claire Kinnard 07938857332	No Return Email	Pearl-Grace Pantalone	Hallo Andrew & Claire, We are sorry to hear you are missing items from your carry-on. Reporting your lost item to our Airport Lost & Found Office is the most efficient way for us to assist you in locating your item: https://dot.alaska.gov/anc/lost-found.shtml On our Airport website we have an electronic form for reporting your lost item directly to the Lost and Found database for review. Once the Lost & Found Office receives the report it's logged into the system, and they take a look through all items that have been turned in. If the item has been turned in, you will receive a response and a direction for the return to you. •Reporting the item will generate a report # starts with a letter "V" •Once you have this number you have an option to call our main airport line during business hours M-F, 8A-4:30PM 907-286-2525, select option 5 •Met the clerk know you have your Lost Item report number and would like to speak with Lost and Found clerk to see if the item has been turned in. Thank you, Pearl-Grace Pantalone ANC MPU Project Team
78	7/8/2024	Phone Call	Alternatives	Ryan Marzec	Denali Pretzels	Ryan expressed concern that the South Terminal improvements recommended in the Master Plan would impact his concession location--specifically his location by AK & Co Gifts just after the Security Checkpoint.	7/9/2024	Evan Pfahler	Tuesday, July 9, 2024 Evan Pfahler returned Ryan Marzec's, operations manager at Denali Pretzel, phone call from Monday, July 8. Evan stated the following: The Master Plan recommendation is a plan at this point and the Airport has not made a final decision to implement all or portions of the plan. Additional work on the Airport's part would be required prior to implementation of the plan. Additional planning, environmental, design, and permitting work would take roughly 2-5 years. Design phase would require collaboration with any impacted lease holder(s) at ANC--including his business. The plan, as shown, could impact his location; however, until a design process is underway, we can't be sure there would be any impact to his existing location(s). After, Ryan then expressed some concern that airport leasing representatives are not as communicative as he would prefer, and he feels surprised by information at times. We recommend that someone from the airport follow up with Ryan to help provide him some peace of mind. Please advise if there is anything further we can do to help address Ryan's concerns.
79	7/10/2024	Email to Project Email Address	Changing Flight Patterns	Mason Beller	N/A	Subject line: Notice of recording airplanes hello! Hoping this is the right email. I will be setting up microphones and recording the airplane sounds on the hill just before Point Woronof on Friday between noon and 5pm. It'll be on a stand likely no higher than 8ft (20ft is its max), Im just letting you guys know since I don't quite know who to contact. If this is not allowed, or I am reaching out to the wrong people, please email me back and point me in the right direction. Thank you Mason Beller	N/A	N/A	No response necessary.

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